

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentini.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain T. Hamlin.
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 8 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 11th February, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN	First half March
TJIBODAS	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

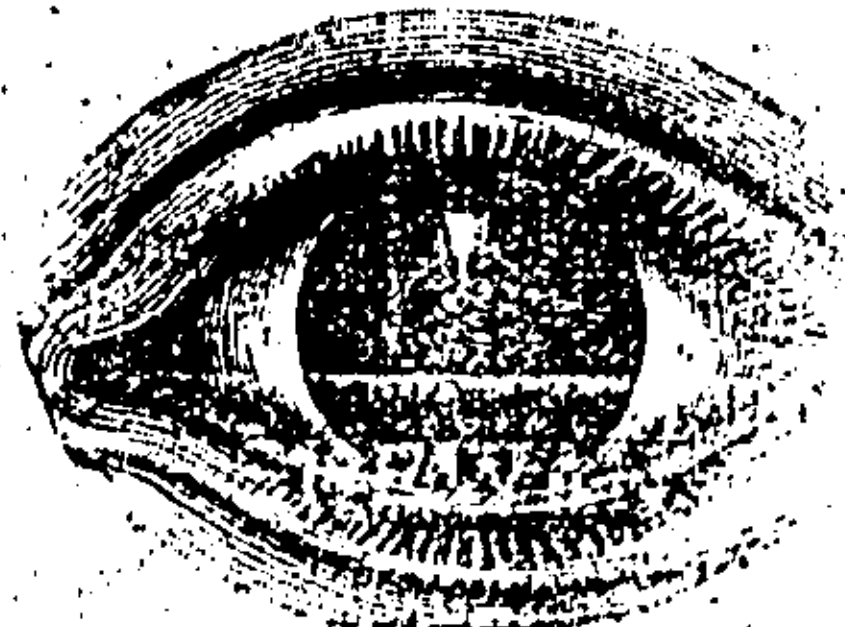
Telephone No. 375,
 YORK BUILDING, 1st Floor.
 Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHUNG, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
BUTTERFIELD & SWIRE,
 AGENTS,
WEST RIVER BRITISH S.S. CO.
 HONGKONG.
 Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 London, CALCUTTA, SHANGHAI,
 37, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
AMERICAN SYSTEM OF DENTISTRY
 37, DES VŒUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING,
 LATEST METHODS OF DENTISTRY.
 STUDIO at No. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS. SAILING DATES.
PREUSSEN WEDNESDAY, 27th February.
PRINZESS ALICE WEDNESDAY, 13th March.
PRINZ LUDWIG WEDNESDAY, 27th March.
SACHSEN WEDNESDAY, 27th March.
ZIETEN WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
PRINZ BITEL FRIEDRICH WEDNESDAY, 8th May.
BAYERN WEDNESDAY, 22nd May.
PRINZ HEINRICH WEDNESDAY, 5th June.
SCHARNHORST WEDNESDAY, 19th June.
ROON WEDNESDAY, 3rd July.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 27th day of February, 1907, at Noon, the Steamship **PREUSSEN**, Captain Nabrath, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess.

Linen can be washed on board.

Passage Money payable in local currency at current eight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	61. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Cologne by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STREAMERS. TONS. SAILING DATES.
PRINZ WALDEMAR 3,127 THURSDAY, 28th February.
PRINZ SIGISMUND 3,303 THURSDAY, 28th March.
MANILA 1,790 SATURDAY, 20th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship **PRINZ WALDEMAR**, Captain W. von Senden, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. 0. 0.	£14. 0. 0.	£10. 0. 0.	Return £42. 0. 0.	£27. 15
TO SYDNEY	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO BRISBANE	£31. 0. 0.	£21. 0. 0.	£15. 0. 0.	Return £59. 10	£41. 10
TO MELBOURNE	£34. 10	£24. 10	£16. 0. 0.	Return £62. 5	£44. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. 00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. 00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$100. 00	\$70.00	\$50.00	Return \$170.00	\$120. 00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 95. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } **PRINZ LUDWIG** WEDNESDAY, 27th Feb
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } **ZIETEN** WEDNESDAY, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	65. 0. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 16th February, 1907.

MELCHERS & CO.,
AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 34 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. K. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1905.

For Sale.

PUBLIC WORKS DEPARTMENT,

Hongkong, 11th February, 1907.

OLD HARBOUR OFFICE, DES VŒUX ROAD CENTRAL.

SEALED TENDERS will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 28th instant, for the LETTING OF THE OLD HARBOUR OFFICE, from the 15th March, 1907, to the 15th March, 1908, subject to the conditions published in the Government Gazette (Notification No. 94 of 8th February, 1907).

Each tender should bear on the cover the words "TENDER FOR LEASE OF OLD HARBOUR OFFICE."

The Government does not bind itself to accept the highest or any tender.

Forms of tenders and further particulars can be obtained from the Public Works Department.

W. CHATHAM,
 Director of Public Works.

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—"S."

C/o Hongkong Telegraph.
 Hongkong, 5th February, 1907.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 11.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 15 minutes.
 8.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, (Des Vœux Road Central).

JOHN D. HUI, CHIEF CLERK & SON, Liquidators.

Hongkong, 27th August, 1906.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1905.

A WONDERFUL DISCOVERY.
 This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientist for the comfort and happiness of man. Science has indeed made great strides during the past century, and among them—by no means least important—advances in medicine come first.

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospital by Rube, Robert, Jobert, Velpren, Malinowski, Dr. W. J. Brown, Dr. L. L. L. and, indeed, by all those who are regarded as authorities in such matters. It is a remedy of the most delicate nature, and is the result of the most delicate and refined processes. It is a remedy of the most delicate nature, and is the result of the most delicate and refined processes. It is a remedy of the most delicate nature, and is the result of the most delicate and refined processes.

THE NEW FRENCH REMEDY

THERAPION

which may certainly rank with, if not take precedence, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for the medicine, has ever introduced appears to prove that it is destined to take its place in the list of the most valuable remedies that have been discovered since the time of Hippocrates. Therapion may be obtained of the principal chemists and merchants throughout the world.—*Continued in next issue of the Standard.*

Sold by All Chemists.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. J. Watson & Co., Ltd., Firms and other leading establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture supplied.

Messrs. A. J. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Furniture to our Dispensary and gave us every satisfaction."

(Sd.) A. J. WATSON & Co., Ltd.

ORDERS promptly attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st February, 1907.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th January, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

LTD. have now 40,000 CUBIC FEET of COLD STORAGE available at EAST POINT.

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe have
been especially selected and pro-
cured from the celebrated Firm ofC. G. SANDEMAN
SONS & CO.
London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$80 per annum.
WEEKLY—\$15 per annum.
The rates are per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to newspaper. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 16, 1907.

PLAGUE IN BANGKOK.

Bangkok as a rule enjoys comparative immunity from plague, although it is usually more or less afflicted at this season of the year by a visitation of cholera, and other diseases caused by the lack of a domestic water supply. That the capital of Siam should have escaped the trouble which in the hot season is common throughout the Far East has been matter of surprise to those who have any knowledge of the insanitary conditions prevailing in Bangkok. This year, however, there has been a serious epidemic of plague and at the present time there is no evidence that it has been stamped out or that adequate repressive measures are being adopted to check the disease. The fact that the sanitary arrangements of the city are of the most primitive description is not calculated to afford consolation to the ports which are in direct communication with Bangkok, and are therefore liable to import the disease. As a matter of fact, from latest accounts the epidemic is spreading into the interior where nothing or almost nothing can be done to stay its ravages. It has been shown that the Siamese people have a fatalistic turn of mind which leads them to view the increasing death-roll with a calmness amounting to equanimity. When cholera is at its height in the dry season, the natives persist in drinking the brackish waters of the Menam, in direct opposition to the advice of those in authority. They are told that the results are likely to be, but whether it is due to ignorance or apathy they continue the practice and suffer accordingly. Cholera was an accepted fact which could not be denied, and they were far

from attempting to defeat the ends of Providence. But plague is practically a new feature which appears to be exercising the natives mainly on account of its novelty. The Bangkok Times in discussing the matter observes that:—"Plague follows a pretty well defined course when once it has established itself in any big town, and the prospect, not of sporadic cases, but of serious epidemics for some years in the future, is not a pleasant one. If that prospect is realised it will raise not a few difficult problems that the authorities will have to be prepared to deal with. But we fancy a serious increase of plague cases means more than that. It means that the question of the sanitation of Bangkok will become one of practical politics. The essential sanitary rules will have to be enforced as in other towns under proper administration, and money will have to be found for the water supply and other necessary works. Only necessity perhaps could force the matter forward at present, but with plague in the country public health becomes a matter of the first importance. This has not been recognised yet, however, for even the elementary Act making registration of death compulsory is still on the shelf." That is rather plain speaking on the part of a newspaper, which bears a semi-official standing in Siam, but it does not come too early. Here is a country, which pretends to be in the forefront of civilisation, as the word is understood in the East, which does not employ the most elementary forms of sanitation, has no idea of inaugurating a water supply system and gives little or no thought to the eradication of endemic diseases. If the introduction of plague induces the authorities to give another thought to the essentials of health and the principles of hygiene it will not have proved an unmitigated evil. But is Hongkong giving attention to the outbreak in Bangkok? There is a very considerable trade between that port and this Colony, a trade which will increase as the rice crop is milled, and unless steps are taken to preserve the community from a premature epidemic derived through the agency of travellers from Bangkok, the work of the past few years will have been in vain. It is not desirable that the precautions should be of such a nature as to conflict with actual trade requirements but they should certainly ensure the safety of the public of this Colony. In these circumstances, we trust that the Sanitary Department will take the matter in hand and so continue the work which has had the effect of greatly diminishing the death returns due to bubonic plague.

LOCAL AND GENERAL.

It was announced at the Magistracy this morning that during the race meeting the Police Court will sit at 8 a.m., instead of at 9 a.m. as is customary.

It is notified that the next fortnightly meeting of the Sanitary Board will be held on Monday, 18th inst., instead of Tuesday, 19th idem, at 4.15 p.m. The business to come before the Board at this meeting is of quite minor importance.

Mr. Charles M. Alexander will conduct the regular weekly meeting of the Hongkong Christian Union on Monday afternoon, the 18th, at 5.30. The meeting will be held as usual at the European Y.M.C.A., Alexandra Building, and the public are cordially invited.

A HONOLULU despatch of 4th inst. says:—J. M. Riggs, one of the sons-in-law of the late Chan Ahong, who went to China in the interest of some of the heirs, to learn what chance there was to get some of the millions Ahong is reputed to have made after his return to China thirteen years ago, got back by the *Coptic*. It is understood that his mission was fruitless, though he will say little about it.

THE 600,000 pounds of flour purchased by the American National Red Cross Society for China was shipped on the *Coptic* and consigned to the United States Consul-General at Shanghai. Major Charles R. Krauthoff was commissioned by the Society to do the purchasing, and he received bids from the various milling companies about the Coast. The Sperry Flour Company was awarded the bid, and the inspectors have been detailed to Stockton for examination of the flour and oversee its general condition for shipping. The quality of this flour is said to be far superior to any that the Chinese have ever used or seen, and there is some doubt as to their being able fully to appreciate it from that point of view.

CHUI PUI, a tea house coolie, of No. 59, Elgin Street, was arraigned before Mr. C. A. D. Melbourn, at the Police Court, this morning, on a charge of ill-treating a dog yesterday. The owner of the dog, a private richiea coolie, who was the means of having the defendant arrested, did not put in an appearance when the case was called on to-day. The defendant, however, admitted being guilty of the offence. About eight o'clock last evening the richiea coolie accompanied by his dog—a Chow—entered the tea house. While his master was drinking a cup of tea the dog found its way into the kitchen where accused was engaged in washing his face. According to accused's own statement as soon as he saw the dog he poured some hot water on it in order to drive it away. The dog's whinings were heard by his master, who, on seeing the condition of the animal, gave accused in charge. His Worship bound defendant over in the sum of \$50 to keep the peace for six months.

THE construction of the first-class steamship, to be named *Kyuma*, now being built at Yokosuka, is progressing apace. The deck is now being placed in position, and it is expected that the cruiser will be launched about the middle of April next.

NOTWITHSTANDING the number of previous convictions that have been recorded recently against the Peak night soil coolies for dumping the contents of their buckets on the hillside and in drains, there does not appear to be any abatement of the nuisance, and unless some stringent step, other than a fine, is taken against the contractor one cannot see how the matter can be stopped. Nai Shun, one of these coolies, of No. 9, Upper Laicai Row, admitted before Mr. F. H. Hazeland, at the Police Court, this morning, that at five o'clock this morning, he lightened his buckets in a drain near No. 122, Plantation Road. He was fined \$15.

It is stated that the proposal to establish a race-course near Kowloon, which is being put forward by a Syndicate with which several foreigners are said to be connected, is making satisfactory progress. It has been decided that the capital shall be £5,000,000, in shares of £100 each, and a site covering an area of 180,000 tsubo has been selected at Naruo village, Muko district. It is intended that races shall be held twice yearly, in April and October. According to the present plans, stands to accommodate about 2,400 people are to be erected. There will also be a special stand for members of the Imperial family.

LAST month Messenger No. 1634 of the Postal Telegraph Company, New York, the *World* says, found an envelope containing \$7,000 in gold notes and \$60,000 in cheques and drafts lying on the sidewalk at the corner of Broad and Wall streets, where J. Pierpont Morgan's office is located. It belonged to Morgan and the boy took it into the office. On Jan. 11 he received this note: "Dear Sir—In reward for your honesty, I take great pleasure in handing you \$2, with the compliments of the firm, Cashier, J. P. Morgan & Co." The boy returned the \$2 with a note, saying: "Take this back, and tell Mr. Morgan to get a shave with it."

"WANTONLY and cruelly ill-treating a pig" was the charge against Hu Luk, a calli dealer, at the Police Court, this morning. Police Sergeant Aris, of Kennedy Town Police Station, who made the arrest, spoke as to seeing the accused carrying a sucking pig by the ears yesterday afternoon. Accused was going in the direction of the slaughter house, and the squealing of the pig could be heard a long way off. Accused made no attempt to deny the charge. The pig had to be taken to the slaughter house. It was young and frisky! Try how he would he could not get hold of its legs; the easiest way then was by its ears and he did so, he said. A fine of \$2 was imposed.

THE COPPER MINE RIOTS.

SERIOUS DEVELOPMENT.

TROOPS CALLED OUT.

According to the latest news, the Ashio copper mine riot has developed into a serious disturbance and of such a nature as to require the services of the troops to restore order. It appears that the strikers who remained quiet on Tuesday night, resumed their disorderly tactics on Wednesday morning, when the workers in the Motoyama and Arikai pits were relieved. About 800 men who were to relieve the shift raided the Motoyama pit office, smashed the windows, carried out chairs and other furniture, and then set fire to them. The office staff, according to a vernacular paper, "all fled." The strikers then attacked the warehouses and specimen rooms, with a continual shower of stones. They also carried away all the provisions from the store-house, and ate their fill when they felt inclined.

The strikers then formed into two bodies, one party proceeding to attack the store-department office, where they wrought complete destruction, while the other party attacked the residence of Mr. Minami, head of the mine, practically destroying the house, and burning all the furniture. The strikers seized Mr. Minami, and severely assaulted him. A police-sergeant who came to his assistance was also assaulted, being badly cut about the head.

The strikers then made their way to the ore selection house, and having sprinkled kerosene around the building, set it on fire. Police officials came upon the scene, and succeeded in extinguishing the fire before much damage was done. The strikers were again peaceful at 11.30 a.m. on Wednesday, when this dispatch was sent out, but the bridge on the road to the Motoyama pit was closed by the police to prevent more men going to the scene of the disturbance.

Still later information states that the strikers, who attacked the house of Mr. Minami and the ore selection houses, crossed the bridge near the Motoyama pit above referred to at about half past two on Wednesday afternoon, and made their way to the Shimomotoke mining office, which was completely destroyed by a freely partook of a quantity of sake which was kept there. Under the influence of the drink they set fire to the store-room, which was still burning at the time this later dispatch was forwarded. The medical officer at Motoyama was attending to the injured men, a Red Cross flag being hoisted as a precaution against attack.

Minami Sukematsu and five other leaders of the Shiseiki have been arrested on a charge of causing disorderly crowds to assemble. The news of the arrest of their leaders has, however, inflamed the strikers more than ever, and they were preparing to attack the police-station by night. The dispatch states that the police officials were prepared to retreat in the event of attack. A party of several hundred strikers were preparing to attack the police reinforcement, who were expected from Nikko, at the Hoso-mountain pass.

A report has reached Ashio stating that a company of troops had been dispatched from the Takaseki equipment for the suppression of the disturbance, and that a force of police drawn from all the police-stations in Tochigi Prefecture had been ordered to proceed to the mine.—*Yokohama Chronicle*.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ANNUAL MEETING.

The ordinary half-yearly meeting of the shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall, at 4 p.m. to-day, for the purpose of receiving the report of the Court of Directors together with a statement of accounts to 31st December, 1906. There were present:—Mr. A. Haupt (in the chair), Mr. G. Balloch, Hon. Mr. W. J. Gresson, Messrs. E. Goetz, C. R. Lenzenmann, G. H. Medhurst, D. M. Nissim, A. J. Raymond, H. E. Tomkins, R. Shewan, N. A. Siebs, directors; J. R. M. Smith (chief manager), S. Hancock, J. C. Peter, H. E. R. Hunter, C. W. May, Henry Humphreys, D. G. Gardner, L. J. W. Noble, A. G. Morris, J. Orange, E. S. Kadoorie, W. H. Wickham, Ho Koon Tong, Cheung Shiu, Cheung Pui Kai, Ho Koon Tong, J. J. Leiria, W. H. Potts, J. M. S. Alves, J. Barton, R. R. Hynd, B. Layton, A. G. Wood, Capt. W. E. Clarke, Messrs. G. de Champeaux, Henry Goedecker, P. C. Potts, G. C. C. Master, A. Findlay Smith, A. C. Hynes, W. A. Cruickshank, H. Percy Smith, O. von der Heyde, Hon. Mr. E. A. Hewitt, Messrs. F. B. Marshall, Duncan Anderson, J. Barton, E. G. Barrett and others.

The Chief Manager having read the notice convening the meeting, the Chairman said:—Gentlemen, Your Directors have again the pleasure to lay before you a half-yearly report which I am sure you will consider satisfactory.

We are glad to be able to recommend a Dividend of £1.15/- and a Bonus of £1 per share in addition.

We also propose to add \$750,000 to the Silver Reserve Fund and to carry forward the balance of \$1,711,558.90. I hope you will approve of this distribution.

Turning to the accounts our figures show comparatively little change. With the further rise in exchange it will be observed that the Silver equivalents of our Gold totals are again lower, but as these totals are taken into consideration in the working of the Bank's commitments in Gold and Silver, the shrinkage in the Silver equivalents does not affect, from a profit and loss point of view, the value at which they stand in our books. Apart from this there is very little change in either our Gold or Silver Deposits. Our Note Circulation is higher, as usual with the approach of the Chinese New Year settlement, and bills Payable also show an increase, to extent of \$368,000.

On the other side of the Balance Sheet our Cash and Bullion in hand and in Transit are about \$11 lacs higher.

Indian Government Rupee Paper is only changed in its Silver equivalents. Consols, Colonial and other securities are likewise affected by exchange, but also show a small reduction compared with last half year. Our holdings under this heading are liable to vary from time to time and it was considered advisable to realize some of the stocks in view of the condition of the home money markets to which I shall refer later.

With regard to the Sterling Reserve Fund, it remains unchanged. As you are aware it was formed with the object of holding £1,000,000 in Gold as a set off against our Silver Capital of \$10,000,000 so that the Bank might virtually have two Capitals, one in Silver and one in Gold, and the Sterling Reserve with the Investments held against it, were entered at the nominal exchange of 3/- on both sides of our Balance Sheet: the entries still appear in our accounts in that form. I may mention the present market value of the securities representing the £1,000,000 is £1,056,000.

Exchange Banking in China during the past six months has not been without its difficulties. Silver ranged in price from 29 13/16 to 33 1/2, and stood at 32 1/2 on 31st December as against 30 3/16 on 30th June. Its course was marked by extreme and rapidly recurring fluctuations making for instability in exchange. A sharp and appreciable advance in the value of money in England and the Continent took place in October and was immediately followed by great stringency and high rates in India. The Bank of England rate remained at 6% for the exceptionally long period of three months: on the 17th January, 1907, it was reduced to 5%, but this high level is still maintained and very dear money also prevails in India.

In China the reverse has been the case, money being exceptionally easy and plentiful, but business in this Colony suffered severely from the disastrous typhoon of the 18th September, which brought in its train a deplorable loss of life and caused great damage to vessels and cargo in the harbour and for a time seriously inconvenienced and disorganized our shipping upon which the welfare of Hongkong largely depends.

The course of Exchange directly affects our trade and the price of money in India affects our commercial transactions generally. Locally, Chinese dealers, over-estimating the probable demand, contracted heavily during the year for Yarn on a low silver basis to find an already dull market further depressed by lower prices in India and the rise in Exchange in China, with the result that many failed to meet their engagements and unsold stocks were largely increased. New Dealers are coming into the market and we may hope they will be more careful than their predecessors in discounting the future of markets and Exchange.

Shanghai and the North are also carrying heavy stocks of Yarn and Piecegoods but business there is principally done on a sterling basis and Dealers have fortunately not committed themselves to any great extent to low exchange settlements. Cotton has also helped them by continuing a steady market, and goods on the spot cannot be replaced at the equivalent of local prices. Buyers appear to recognise this fact, and we are now able to record a greatly improved movement of cargo is already going more freely to Man-

churia and there is good reason to expect that the opening of the ice-bound ports next month will see a more active demand, considerably reducing stocks. Better trade in the North will no doubt be reflected here to some extent and with the assistance of moderately good Rice crops, which we can at least hope for, we should find better times ahead than we are leaving behind us.

As regards Japan, great activity has prevailed there since the close of the war, resulting in a large increase in the volume of the trade both in exports and imports.

India, where we have important Branches, has produced abundant crops commanding record prices, especially so in the case of jute, and, in consequence, that Country has been a very large buyer of Silver for currency purposes in addition to the usual requirements of the Native Bazaar.

Gentlemen, we see a sound and satisfactory expansion of our business at all points, which speaks for the continued efficiency of our Managers and Staff generally and I am sure you will approve of our having again voted them a bonus of 15% on their salaries. (Applause.)

Our esteemed Chief Manager, Mr. J. R. M. Smith, returned from a well-deserved holiday a few weeks ago and Mr. H. E. R. Hunter, whose management at the Head Office during Mr. Smith's absence has given every satisfaction to your Board, will resume charge of our Shanghai Branch at an early date. (Applause.)

As stated in the Report your Directors have carefully considered the desirability of increasing the Bank's Capital and are unanimously of opinion that the time to do so has now arrived. Since the Capital was last increased in 1890 our business has kept pace with the expansion of Eastern trade, and we are satisfied that remunerative employment will be found for increased resources. Whatever political changes may be in store for China there can be little doubt that the ultimate outcome will be a wider field for the operation of foreign capital and a considerable increase in overseas trade.

We propose to increase the capital from \$10,000,000 to \$15,000,000 and the necessary steps have been taken to get our Ordinance amended to allow of the proposed increase. In due course a special circular will be sent to Shareholders and an Extraordinary Meeting will be called, when the resolutions necessary to obtain your sanction to the scheme will be put before you.

Our large but necessary Reserve Funds have been built up with the consent of Shareholders, freely given. This fact has been borne in mind when recommending that the price of the new shares be fixed at £30 per share—a price which confers on Shareholders a substantial bonus and at the same time allows for an appreciable addition to our Reserves.

These proposals will, we trust, meet with your approval, and I hope the increased resources will bring increasing influence and prosperity to the Bank.

In conclusion, I am glad to say that a good start has been made for the new half year.

Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions that may be asked. (Applause.)

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. Henry Humphreys said:—Mr. Chairman and Gentlemen,—It is gratifying to us all to receive again a dividend of £1.15 per share and a bonus of £1 and this, after strengthening the Bank's position by the addition of \$750,000 to the reserve fund. You have referred, Mr. Chairman, to the difficulties Exchange Banks have had to contend with during the past six months; we can therefore congratulate ourselves the more that our directors, managers and staff have, notwithstanding, been able to give such good results and tell us that the present half-year has been well. (Applause.) Our thanks are due to them for this good work and I am sure we all approve of the bonus voted by the Board to the staff. (Applause.)

It will be welcome news to shareholders to learn that the management has decided to increase the capital of the Bank from ten million to fifteen million dollars, and that the new scrip will be issued at the favourable rate of £30 per share. It must be just as welcome to the Bank's clients to know that the Bank upon which their welfare so much depends will be in a better position than ever to give them proper and reasonable facilities for trading. Before concluding, I should like to say that we are all very pleased to see our Chief Manager, Mr. J. R. M. Smith, back again. (Applause.) Many years ago it was my father's pleasant duty to welcome Mr. Jackson now Sir Thomas Jackson, Bart., on his return to the Colony. He said on that occasion that Mr. Jackson always brought sunshine with him. Well, gentlemen, the sunshine came right enough and I think we may reasonably hope that Mr. Smith's return will likewise be coincident with better trade conditions and continued prosperity to the Hongkong Bank. (Applause.) Our friends in the North will, I am sure, be pleased to hear that Mr. Hunter is returning amongst them, and I am equally sure we are all sorry to lose him. I have much pleasure in seconding the adoption of the report and accounts. (Applause.)

The motion was unanimously carried.

Mr. W. A. Cruickshank moved that the appointment of Mr. G. Balloch as a director be confirmed and that Mr. A. Haupt, Mr. R. Shewan and Mr. A. J. Raymond be re-elected directors.

Mr. de Champeaux seconded.

The motion was unanimously carried.

Mr. J. Orange proposed that Mr. W. Hutton Potts and Mr. A. G. Wood be re-elected auditors.

Mr. W. H. Wickham seconded.

The motion was unanimously carried.

The Chairman: That is all the business, gentlemen. I must thank you for your attendance. Dividend warrants will be ready on Monday.

Mr. F. B. Marshall, of Amoy, said:—Mr. Chairman, before we separate I would like to

propose a vote of thanks to the directors for the attention they have given to our affairs during the past twelve months, and, Sir, I think I am voicing the feelings of other shareholders when I say so long as the Board consists of representative business men of the Colony such as I am sitting around your table we can rest assured our interests will be fully protected and the Bank will continue to maintain the position it now enjoys in the world of finance here in the Far East and elsewhere. (Applause.) The meeting then ended.

MURDEROUS ASSAULT.

RESULT OF NEW YEAR CELEBRATIONS.

There are more things going on in the harbour amongst the floating population than are dreamt of in the casual observer's philosophy, and yet many strange, and even weird tales are periodically brought to light, the last scenes in the dramas, or, more generally, tragedies, being enacted at the Magistracy or in the Criminal Sessions Court. Murders for gain, murders through jealousy, murders for no conceivable reason on whatever—all have been chronicled in the columns of the local press, heides many minor offences, such as coal-stealing, fishing with dynamite, and dumping of dead bodies. But it is rarely one hears of Europeans being attacked, while in their launches, or house-boats. But the record was broken this morning, and the murder of a European very narrowly averted. The facts as adduced were to the effect that while P. C. Berrie was in the police pinnace at the typhoon anchorage at Causeway Bay in the early hours of this morning, on his usual patrol duty and keeping an eye open for dead bodies, which are so commonly dumped in that vicinity, he heard piteous cries for help, in a woman's voice, and unmistakably a British voice. Constable Berrie immediately put his pinnace at full speed for the spot whence the cries proceeded, and found they came from the houseboat *May*, which was anchored in the Bay. Going on board the constable found Mr. and Mrs. Pepper, the owners of the houseboat, in a great state of excitement, while Mr. Pepper was bleeding from several wounds on his face. A Chinese meat chopper was lying at his feet on the deck, and at once a tragedy was sensed. The coxswain of the boat was seated right aft, and had all the appearance of taking no interest in the proceedings, to which he was blindly indifferent. When their excitement calmed down, and Mr. and Mrs. Pepper were able to tell their story to the constable, the following tale was unfolded. Mrs. Pepper first of all asked the policeman to arrest the coxswain, and this was accordingly done, the man being ordered aboard the pinnace, where he was secured. Then Mrs. Pepper explained that her husband was a motor-boat owner, and used the houseboat as a good deal. They employed two coxswains and paid them very high wages, though they had but very little to do in return; and in every way treated them very well. On Tuesday the coxswain asked for three days' leave, to enable him to celebrate the Chinese New Year in a fitting and becoming manner, and this was at once accorded him, and he went off, leaving the assistant, or second coxswain in charge. Last night he returned to the houseboat on a condition verging on *delirium tremens* and went into his own quarters. This morning he went up to Mr. Pepper and demanded his wages in full up to date, as he intended to leave at once. Mr. Pepper very naturally and very properly refused to accede to so preposterous a demand, telling him that a month's notice was necessary, and ordered the man to get back to his quarters. The coxswain then sprang at Mr. Pepper, and dug his long nails into his face and neck, causing the blood to flow. Mr. Pepper, to save his face from the poisonous nails of his assailant, struck out and hit the latter in the abdomen, and they both fell together on to the deck. As it happened a chopper was lying near at hand, and this the coxswain got hold of, and was proceeding, so it was alleged, to cut the neck of his prostrate master, when Mrs. Pepper, seeing the position of affairs, called out "Take care, he has got hold of the chopper" and then screamed for help, and it was those screams that brought Constable Berrie on the scene. Hearing his wife's cry, Mr. Pepper overpowered the coxswain and knocked the chopper out of his hand, and the latter, evidently not liking the approach of the police pinnace, but dreading the constable, and made it appear that he was taking no part in the disturbance forward. He was arrested, as already stated. This morning he was placed before Mr. F. A. Hazeland, at the Magistracy, and was bound over in the sum of \$20 to be of good behaviour for twelve months. It is alleged that since Mr. Pepper introduced his motor-boat service in the harbour, there has been considerable ill-feeling excited amongst the pinnace folk against him, as they consider that he is clogging into their business, and on this account is further alleged, they have been inciting the coxswain to set fire to the houseboat *May*. What truth there is in these allegations cannot as yet be determined, though the want of motive in the coxswain's brutal attack would appear to lend a certain amount of colour to them. However, that may be, the matter is under investigation in the right quarters.

SHIPPING AND MAILES.

MAILS DUE.

Indian (*Arratoon*) 18th inst.

Indian (*Kutiang*) 27th inst.

The Ben Line s.s. *Delight*, from Antwerp and London, left Singapore yesterday for this port.

The Apar. Co.'s s.s. *Grigory Agaf*, from Yokohama, Kobe and Moji, may be expected here on 18th inst., at daylight.

The N. Y. K. s.s. *Kumano Maru*, Australia Line, left Manila for this port on 15th inst., and is expected here on 18th inst.

The Imperial German Mail s.s. *Borme* left Sandakan on 15th inst., p.m., and may be expected here on 18th inst., a.m.

The H. A. L. s.s. *Brasilia*, from Hamburg left Shanghai for this port on 15th inst., a.m., and may be expected here on 21st inst., a.m.

The N. Y. K. s.s. *Shinano Maru*, American Line, left Kobe via Moji, and Shanghai for this port on 15th inst., and is expected here on 18th inst.

TELEGRAMS.

[Renter's.]

Collision of British Battleships.

London, 14th February. The battleships *Albatross* and *Commonwealth* collided on the night of the 12th inst., while proceeding at the rate of 12 knots. Both ships have gone to Gibraltar for repairs. No one was injured.

Russia.

The elections in Russia leave scarcely any doubt that the opposition will have a substantial majority in the Duma.

The United States.

Mr. Root is preparing an amendment to the Emigration Bill excluding American Asiatics landing from the Philippines and Hawaii, from which Japanese labourers have hitherto reached America.

It is stated that the Japanese Ambassador has accepted the amendment.

Later.

The amendment to the Immigration Bill empowers the President to refuse to admit foreigners to the United States on passports to any country other than the United States, or her insular possessions, or the Canal zone, when the President is satisfied that the passports are being used to the detriment of American labour.

The Channel Command.

Admiral Lord Charles Boreford has declined to accept the Command of the Channel fleet if its strength is fixed at 14 battleships, 4 armoured and 3 unarmoured cruisers as proposed.

The Admiral will only undertake the defence of Home waters with a fleet capable of performing the task, and trained, under his own orders in time of peace.

The Suffragettes.

Eight hundred suffragettes have twice attacked the Commons, and the conflict with the police lasted nearly six hours. 25 were arrested, including French's sister and Mrs. Despard. Those arrested allege that they were treated in the most brutal manner by the police.

Great Britain and Japan.

The *Times* says that the visit of Prince Fushimi to England will give a welcome opportunity to all classes in Great Britain of proving that the sentiments of the whole nation towards Japan are unaltered.

General Kuropatkin's History of the War.

Reuter's Telegram Company, Limited, has published full extracts from General Kuropatkin's history of the Russo-Japanese war, which history was confiscated immediately it appeared in print. It is a dismal retrospect of muddle, disorganisation, and unpreparedness. Again and again the General flatly disobeyed orders, notably Generals Biderling and Kaulbars, whom General Kuropatkin holds responsible for the Shaho and Mukden disasters respectively. The troops are described as lacking in warlike spirit, inexperienced, and in some cases untrustworthy. The disastrous dissensions and the jealousy among the high officers, and their early contempt for the enemy, changed later to an over-estimate of the Japanese. Instances are given of many officers leaving the firing line on the most flimsy pretexts. Yet it was asserted that, in spite of everything, the Russian army, when peace was signed, was keen and efficient and schooled to war, and that Russia, thanks to the development of her armies, had gained the right to victory, but that owing to political troubles at home, and the indifference of the nation to war, the morale to carry off victory was lacking.

DEATH OF CAPTAIN H. J. LIDDLE.

We regret to learn from the *Japan Herald* that a telegram has been received at Yokohama announcing the death at the Helwan Sanatorium, near Cairo, Egypt, of Captain Ernest J. Liddle, who was well known and much liked at this port, says the *Kobe Herald*. Captain Liddle, who was only thirty-six years of age, was for five years with the "Shire" line, finally as captain of the *Pembroke*. Subsequently he was in Port Arthur on business for some time, and was in the fortress at the time of its bombardment by the Japanese at the commencement of the late war, when with other non-combatants he had to make a hurried departure from the two.

In April 1904 Captain Liddle joined the firm of Messrs. C. Nickel & Co., of this port, as marine superintendent but at the end of the same year he had an attack of pleurisy as the result of exposure in the harbour during a severe gale, and he was unable to recover his strength. In the Spring of last year, as it was apparent that he had fallen a victim to consumption, he went to Colorado on medical advice, but returned to Yokohama last November in a very critical state of health. In December he consequently left Kobe for Egypt in the hope that the climate might afford him relief. Captain Liddle was married in July, 1904, to Violet Alice, eldest daughter of Mr. and Mrs. H. J. Neville, and leaves a little daughter. It is understood that Mrs. Liddle, with whom great sympathy will be felt, will return to Yokohama as soon as possible.

AMATEUR THEATRICALS.

"FACING THE MUSIC" A SUCCESS.

"Although it could scarcely be said that the Theatre Royal was crowded last night, when the Hongkong Amateur Dramatic Club presented the comedy 'Facing the Music' for the first time, it was comfortably filled with a highly appreciative audience, which included His Excellency Sir Matthew Nathan and a large representation of the Army and Navy in Hongkong. It is somewhat difficult to classify 'Facing the Music,' which is the creation of Mr. J. H. Darnley, for it depends much more on the riotousness of the players—or the chief player, at least—than on its intrinsic merits. It belongs to that class of exaggerated and elaborated farce which was at the height of its popularity a decade or more ago, and has lately gained new vitality by the success of American productions of the 'Why Smith left home' type.

"Facing the Music" obtains its fun from the coincidence that there are two John Smiths, residing in different flats in Moss Mansions. One is a parson, a canting, old bungler who has just lately been married. The Other is also a married man, but taking advantage of his wife's absence he has been having a royal time 'on his own.' On all night, he arrives in a dilapidated condition before breakfast at 11 a.m. to be, accurate—and doubtless, quite correctly describes the symptoms of an over-night's debauch to his guest Dick Desmond.

While he was in Leicester Square the previous evening he had an adventure of sorts, a lady having fallen fainting into his arms. Here we have a variety of innuendoes which probably will pass unnoticed by those who know nothing of the locality in question. The lady disappears, and so does his watch and chain and a pocket-book containing £200, won on the turf. It might be interpolated here that a very amusing scene occurs at the outset when the curate of St. Andrews, the Rev. John Smith, solemnly warns the housekeeper, Mrs. Ponting, to abjure horse-racing and to 'have nothing on' when the milkman calls next time and would lead her astray by inducing her to back her fancy.

During the night when the Other John Smith slept out, having lost his way in a fog, a lady describing herself as Mrs. Smith has arrived and is located in his wife's bedroom. The lady who had fallen fainting in the Other's arms in Leicester Square comes to make her apologies and hands over the pocket-book which mysteriously disappeared the previous night—she is an actress from the Bijou. By and by, the real Mrs. Smith appears, that is to say, the wife of the Other One, and it is evident that the first Mrs. Smith is the wife of the curate, who, like most of his kind, is far more fortunate in matrimony than he deserves to be.

Any theatre-goer can tell what happens as the result of this mix up. Of course all ends happily and explanations are the order of the day. One defect of the comedy is the ridiculous comic tragedy when the Other Mr. Smith goes mad over his household complications. The scene might be all very well in 'King Lear,' but it is absurd and puerile in 'Facing the Music.'

In a play like this the great thing is to keep matters humming. The people are not given time to consider probabilities or extraordinary coincidences; they are rushed from one scene to another, immersed in blunders and complications till they hardly know where they are. The players are, consequently, continually on the move. The virility of Lt. Comm. Lloyd Thomas who took the part of the Other Mr. Smith admirably suited him for the role. He dashed from one place to another, flung his guest higher and thither, threatened a detective with a poker and nearly brained the dainty wife of the curate, and showed that he had a fine stock of expletives. On the whole, he sustained with vigour and much ability the character of the distracted husband, who is, apparently, being made the target of designing women. Mr. A. W. G. Watt represented the Curate of St. Andrews, the Rev. John Smith. In the conventional way Mr. Watt made the curate stand with his finger-tips together and intone his remarks. He owed good advice and homilies at every pore. Although he had little to do, taken all in all, he shone when he had to do a sleep-chase round the room followed by the Other Mr. Smith, who believed him to be an international criminal known as Saintly Sam. His flying coat-tails were extremely picturesque. As Dick Desmond, the guest of the bachelonian Mr. Smith, Mr. C. Lethbridge was continually in view, but his principal requirement was to laugh at his host's escapades and predicaments and bear the blame of his entanglements. Mr. Lethbridge was quite at home in his part. The haughty uncle, Colonel Duncan Smith, was impersonated by Mr. H. M. Kendall with a just appreciation of the part. Sergeant Duffell was in cool, matter-of-fact hands when represented by Dr. J. W. Hartley. It was the stage detective to the life, the one, that is to say, who is brimming over with self-confidence and assurance. With regard to the ladies, the curate's wife was a most fascinating personality as portrayed by Miss C. Shelton Hooper, whose charm and grace could not be gainsaid. While Mrs. Van der Woude, who fancied herself wronged by the Other Mr. Smith, was remarkably free from stage affectation, and acted her role with extreme ability. Miss Marchant, as much to do, but she is certainly to be commended for her representation. Finally Miss Lloyd Thomas, as Mrs. Ponting, was a capital specimen of the London housekeeper. Taken as a whole, the acting was quite satisfactory, and 'Facing the Music' went with a vim and vigour that kept the audience in the greatest good humour, a perpetual ripple of laughter passing over the theatre. The play is by no means the best that has been staged by the A.D.C., but its humour and joviality, its rough and tumble fun were appreciated in the most obvious fashion and it should certainly prove a draw.

Praise is due Messrs. R. Sutherland and John Robertson for their work in connection with the production of the play, the former also being responsible for the scenery. The band of H.M.S. *Monmouth* discoursed music during the intervals, which, it may be stated, were very short.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 15th inst.:—There has been very little business during the week, owing to the intervention of the China New Year holidays, and with the exception of Banks, Unions, and Hongkong Fire there have not been any important changes to record.

Banks—Hongkong and Shanghai Banks have dropped to \$900 at which rate sales have taken place, the market closing with buyers. The London quotation is £108.

Marine Insurance—Unions have advanced to \$320 and are in demand. Canions are offering at \$295.

First Insurance—China Fire has strengthened, and have been sold at \$100. Hongkong Fire has buyers at the advanced rate of \$380.

Shipping—Hongkong, Canton and Macao Steamships are quoted at \$30, ex the final dividend of \$1 per share paid on the 12th inst. Shell Transport have further improved, and can be placed at 37/6. Indoo, contango neglected at quotation. The other shipping stocks are unchanged.

Refineries—China Sugars have not fluctuated and are obtainable at \$129.

Mining—There are no changes in stock, under this heading.

Docks, Wharves and Godowns—Kowloon Wharves are steady at \$95. Hongkong and Whampoa Docks can be had at \$140. Shanghai Docks have buyers at Tls. 107 and Hongkong Wharves at Tls. 235 for the old, and \$227 for the new shares.

Lands, Hotels and Buildings—Hongkong Hotel have strengthened to \$123 at which rate shares have changed hands. Hongkong Lands are weaker at \$107. Humphreys Estates have been sold and are wanted at \$11.20 ex the dividend of 80 cents per share paid on the 9th inst.

Cotton Mills—Ewos are in request at Tls. 75. Hongkong Cottons can be placed at \$114. Internationals have improved to Tls. 64. Laou Kung Mows are weaker and are offering at Tls. 132. A statement of the Company's accounts for the twelve months ending 31st December, 1906, is issued to shareholders. In accordance with the resolution passed at the general meeting, the sum of Tls. 75,880.37 has been written off to depreciation account. Including the sum of Tls. 30,760.42 brought forward from last account the net profits for the year amount to Tls. 146,555.70 which the directors recommend be apportioned in the following manner:—To pay a dividend of Tls. 8 per share, which will absorb Tls. 57,264. To allow for depreciation of mill buildings, reservoir and land improvements, machinery, north property Chinese houses, and furniture, the sum of Tls. 51,380.48. To allow 10 per cent. commission for general manager, Tls. 6,441.48, and to carry forward the balance of Tls. 31,467.74 to next year's account. Soey Chees have buyers at Tls. 360. In their report ending December 31st, 1906, issued to shareholders, the general manager states that the net profits for that period, including Tls. 35,986.63 brought forward on 1st January, 1906, amount to Tls. 232,021.42 which it is proposed by the directors to be dealt with as follows: To pay a dividend of Tls. 50 per share, absorbing Tls. 100,000. To write off for depreciation of machinery, furniture, and buildings, the total sum of Tls. 47,633.24. To place Tls. 9,801.74 to legal reserve fund. To reduce the book value of Mill Stores a/c by Tls. 3,025. To grant 10 per cent. of the net profits to the manager, and one month's salary to the Mill staff, as a bonus, amounting to Tls. 20,878 and to carry forward the balance of Tls. 52,633.42 to 1907 account.

Miscellaneous—Lies have changed hands at \$250 and are in demand. Sales of Green Island Cements have been effected at \$211. Hongkong Electric have been parted with at \$151. Ankats are strong at Tls. 2674. The report of the directors of this Company for the year ending 31st October, 1906, has been issued to shareholders. The profit and loss account after providing for the four interim dividends, equal to Tls. 30 per share, paid to shareholders, and the sum of Tls. 100,000 written off various accounts, leaves a balance of Tls. 17,127.50.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/24
Do. demand 2/24 1/16
Do. 4 months' sight 2/24 1/16
France—Bank T.T. 2/24 1/16
America—Bank T.T. 2/24 1/16
Germany—Bank T.T. 2/24 1/16
India T.T. 2/24 1/16
Shanghai—Bank T.T. 2/24 1/16
Singapore T.T. 2/24 1/16
Japan—Bank T.T. 2/24 1/16
Java—Bank T.T. 2/24 1/16
Buying.
4 months' sight L/C 2/24 1/16
30 days' sight L/C 2/24 1/16
30 days' sight San Francisco & New York 2/24 1/16
6 months' sight 2/24 1/16
4 months' sight Sydney and Melbourne 2/24 1/16
4 months' sight France 2/24 1/16
6 months' sight 2/24 1/16
4 months' sight Germany 2/24 1/16
Bar Silver 2/24 1/16
Bank of England rate 2/24 1/16
Sovereign 2/24 1/16

THE WEATHER.

The following report is from Mr. F. G. Flagg, First Assistant of the Hongkong Observatory:—On the 16th at 11 a.m.—The barometer has risen over Japan, and fallen over the Loochoos and the E. and S. coasts of China. The high pressure area remains over the Continent to the North of the Yangtze, and a depression appears to be forming to the E. of Formosa. Strong N.E. and N. winds may be expected in the Formosa Channel, and fresh to moderate monsoon over the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. to E. winds, fresh; fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Helaos, same as No. 1.

A DOUBTFUL CASE.

LUDGON'S EXPERIENCE AT A TEA STALL.

A case which has created some doubt in the minds of those who were present at the hearing was that of a Chinese detective, No. 247, charged Cheung King Mo, a fireman, of No. 75, Wellington Street, before Mr. C. A. D. Melbourne, at the Police Court, this morning, with stealing \$2 from him, this morning. Inspector Warnock watched the proceedings on behalf of the department.

At about seven o'clock this morning, the complainant said, he and another ludgon, whose name or number he did not give, having finished duty and feeling very hungry went to a stall near the Central Market to have some cake and tea. While he was drinking his tea some person stepped on his foot, causing him to bend with pain. "What are you doing? Can't you see where you are going? Why don't you walk straight?" complainant said he asked, the clumsy individual. He was about to put some more questions to the man when of a sudden another person rushed up to him, and snatching two \$1 bills out of his coat pocket, bolted down the road, the "clumsy individual" following. Instead of pursuing the thief, complainant sprang after his companion and arrested him, allowing the thief to escape. In answer to a number of questions put by the Court complainant said the \$2 was found on defendant's person when arrested, but that he did not see any money change hands.

Inspector Warnock, who was listening carefully to all that complainant was saying, applied for a remand as soon as he stepped from the witness stand. He said that when the defendant was arrested it was suggested that another man stole the money and handed it to accused. The latter was sent down to a shoemaker's shop, the inspector said, and a man who had been in accused's company that morning was brought to the station. This man denied that any theft had been committed, but stated that there was a row at the tea stall between the policeman and others. Inspector Warnock said that if that was the case an adjournment was necessary in order that a searching inquiry should be made in reference to the matter.

His Worship fixed the next hearing until Monday next, releasing the accused on bail of \$25.

FIGHTING RINDERPEST.

PREPARATION OF SERUM.

On the first of January, 1907, the anti-rinderpest serum laboratory, formerly in charge of the Bureau of Science, was transferred to the Bureau of Agriculture, says the *Manilla Times*. Under the present arrangement the Bureau of Agriculture has charge of all work pertaining to the purchase and management of the herd and the preparation of the serum, up to the point of sterilization, testing and bottling. The Bureau of Science still maintains the technical manipulation of the serum and an arrangement has been perfected between the two bureaus by which all serum will be delivered to the Bureau of Science as soon as it has been poured from the blood clot. It will then be centrifugated to free it from all precipitates and impurities and filtered through a 400 mesh filter to free it from all kinds of infections. This gives a beautiful, clear serum, which is absolutely sterile, and will probably keep indefinitely without cold storage.

The serum is being manufactured now at a rapid rate, and it is expected that in the near future enough will be produced to inoculate all cattle and carabao in the islands where outbreaks of rinderpest now prevail. It is also expected to produce an additional supply to be stored away so that it can be drawn on in case of a large outbreak of the disease making its appearance.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 31st December, 1906, at the rate of ONE POUND AND FIFTEEN SHILLINGS to the holder of ONE SHARE OF ONE POUND STERLING per Share of \$125, is Payable on and after MONDAY, the 18th day of February, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 16th February, 1907. [235]

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is this day authorised to sign the name of our Firm.

SHEWAN, TOMES & Co.,

Hongkong, 15th February, 1907. [231]

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 19th, 20th and 21st inst. respectively.

Hongkong, 16th February, 1907. [237]

PUBLIC AUCTION.

AT the Undersigned's Sales Room, 2, Zealand Street, on

TUESDAY, the 19th February, 1907, at 11 A.M., HOUSEHOLD FURNITURE of all descriptions,

AND MISCELLANEOUS GOODS, ALSO New TYPEWRITERS and BICYCLES.

TERMS—As usual. F. KIENE, Auctioneer, Telephone No. 574. Hongkong, 16th February, 1907. [29]

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1907.

TUESDAY, WEDNESDAY, THURSDAY AND SATURDAY (OFF DAY).

19TH, 20TH, 21ST AND 23RD FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price 37 for the Meeting (excluding the Off-Day), or 53 per day.

Tickets for the Off-Day, 53.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1907. [237]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 19th, 20th, 21st and 23rd inst.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Female attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1907. [233]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-

signed.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1907. [234]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by

PUBLIC AUCTION, on

WEDNESDAY, the 20th February, 1907, at 10 A.M., at

Ah King's Slipway, Wharfedale, The HULL and MACHINERY of

No. 7 Police Pinnace.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 16th February, 1907. [236]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

will present

A FARCICAL COMEDY

ENTITLED

"FACING THE MUSIC,"

by

CHARLES HENRY DARNLEY,

Produced for the Hongkong A.D.C.

by

MESSRS. R. SUTHERLAND & JOHN ROBERTSON.

DRAMATIS PERSONA:

Rev. John Smith... Curate of St. Andrews

Mr. A. W. J. Watt

John Smith... The other Mr. Smith

Lt. Comm. Lloyd Thomas

Dick Desmond... The other Mr. Smith's guest

Mr. T. C. Lethbridge

Col. Durcan Smith... The other Mr. Smith's uncle

Mr. H. M. Kendall

Sergeant Duffell... of Vine Street

Dr. J. W. Hartley

Mabel... The Curate's Wife

Miss C. Shelton Hooper

Norman... The other Mr. Smith's wife

Mrs. Van der Worde

Miss Forthright... of the Bijou Theatre

Miss Marchant

Mrs. Ponting... The other Mr. Smith's house-keeper

Miss Lloyd Thomas

Period... Present day.

TO-NIGHT.

(SATURDAY), 16th February, 1907.

MONDAY, 18th "

at 9 P.M.

Prices... \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price

Pit Stalls and P.T.

Booking Office at the ROBINSON PIANO CO., open on and after MONDAY, the 11th February, 1907, at 10 A.M.

Hongkong, 16th February, 1907. [194]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,738, J. W. WALKER

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 o'clock evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock evening.

This Fine New Steamer has excellent Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,

No. 8, Queen's Road West.

Hongkong, 14th January, 1907. [16]

Intimations.

THE ROBINSON PIANO CO., LD.

THE ROBINSON PIANO CO., LD.

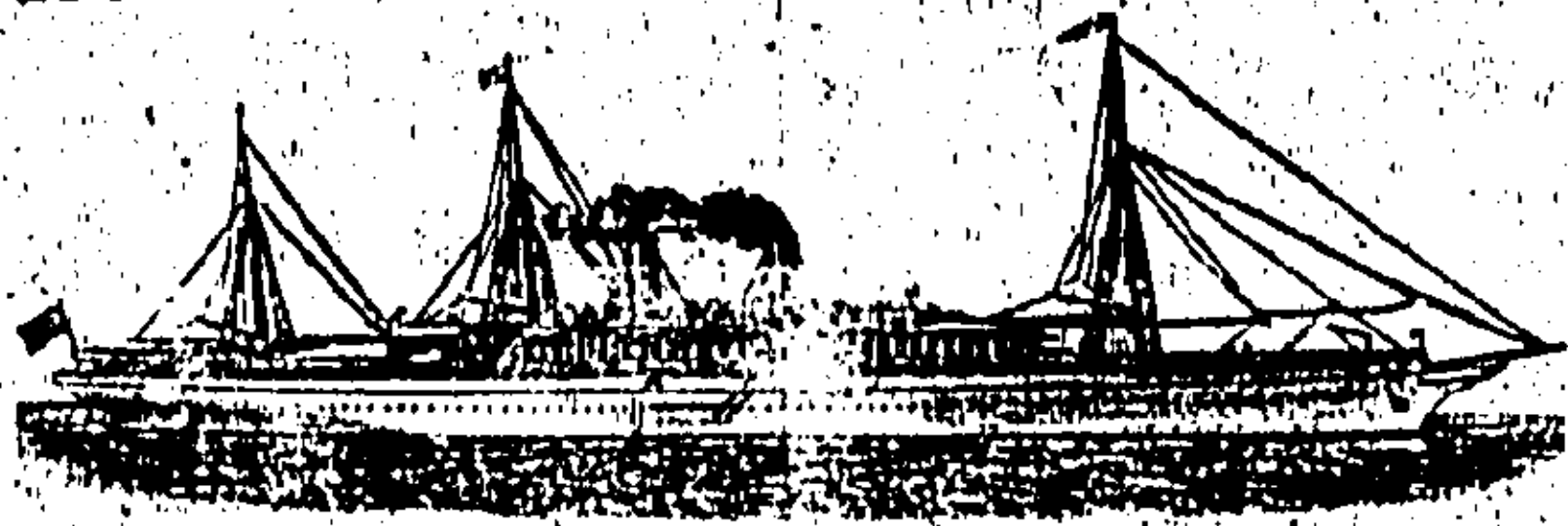
THE ROBINSON PIANO CO., LD.

THE ROBINSON PIANO CO., LD.

THE ROBINSON PIANO CO., LD.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN".....	3,882	WEDNESDAY, February 20th.....	March 16th
"MONTEAGLE".....	6,163	WEDNESDAY, February 27th.....	March 23rd
"EMPRESS OF JAPAN".....	6,000	THURSDAY, March 14th.....	April 1st
"TARTAR".....	4,425	WEDNESDAY, March 27th.....	April 20th
"EMPRESS OF CHINA".....	6,000	THURSDAY, April 11th.....	April 29th
"EMPRESS OF INDIA".....	6,000	THURSDAY, April 25th.....	May 13th

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence 60s. Via New York 62s. Hongkong to London, Intermediate and 1st Class on Railways.....40s. 42s.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to J. V. CRIDDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA.	KUMSANG	TUESDAY, 19th Feb., 3 P.M.
SHANGHAI via SWATOW.....	KWONGSANG	WEDNES., 20th Feb., daylight.
MANILA.....	LOONGSANG	FRIDAY, 22nd Feb., 4 P.M.
TIENTSIN.....	CHEONGSHING	SATURDAY, 23rd Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports. For Freight & Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th February, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA.....	"TEAN"	19th February, 4 p.m.
SHANGHAI.....	"KIUKIANG"	19th "
CEBU and ILOILO.....	"SUNGKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TSINAN"	8th March, "

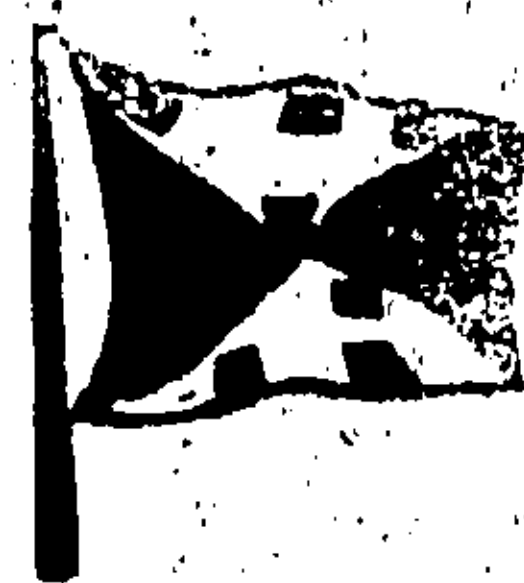
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. * The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th February, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Capitain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA	SATURDAY, 23rd Feb., at Noon.
ZAFIRO.....	1540	R. Rodger.....	"	SATURDAY, 2nd Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th February, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship "LOWTHER CASTLE"..... The end of January.

For Freight, and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the a.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HAMBURG..... 3rd March.	SAXONIA..... 24th February.
RHEINANIA..... 1st April.	SCANDIA..... 16th March.
HOHENSTAUFEN..... 30th April.	SLAVONIA..... 20th March.
SILESIA..... 31st May.	BRASILIA..... 24th March.
SCANDIA..... 30th June.	HABSBURG..... 5th April.
Hongkong, 9th February, 1907.	BELGR VIA..... 19th April.

* Call at Lisbon.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Charbonnel, will be despatched as above, on or about MONDAY, the 18th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 12th February, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON-APCAR."

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 22nd inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 15th February, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, on FRIDAY, the 22nd inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 15th February, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamship Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" (2nd March).

S.S. "LOWTHER CASTLE" (21st March).

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th January, 1907.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co. Ltd.

Hongkong, 29th January, 1907.

To Let.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of 5 Rooms with Out-houses; occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VOEUX ROAD including a Strong Room and Servant Quarters.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—DAVID SASSOON & CO., LD.

Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

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From 1st March, 1907.

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HONGKONG AVERAGE MARKET PRICES.

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BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—, Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	50
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	12
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	1.00
Mutton Chop—Yeung Pai Kwat	24
" Leg—Yeung Pai	24
" Shoulder—Yeung Shau	20
Pigs' Chittlings—Chi cheong	24
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	12
" Heart—Chi Sum	9
" Kidneys—Chi iu	8
" Liver—Chi Kon	28
Pork Chop—Chi Pai Kwat	21
" Corned—Ham Chu Yuk	22
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	16
Sheep's Head and Feet—Yeung Tau	63
" Keek	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	10
" Liver—Yeung Cop	14
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	24
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

FRUITS.

Almond—Hung Yan	18
Apples, (California)—Kam San Ping	—
" Ko	—
" (Chefoo)—Tin Chun Ping	—
" Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	—
" Hung Chiu	—
" (brides), Macao—San Heung Chiu	—
Chestnuts, Chinese—Foong Lui	14
Carambola—Yeung Tou	12
Cocoanuts—Yeh Tai	each
Grapes—Sin Tai Tai	—
Lemons, China—Ning Moong	12
" Amer.—Kum San Ning Moong	1
Lichees, Dried—Lai Chi Cop	—
" Fresh, Lai Chi	—
Limes, (Siam)—Sai Kung Ning	—
" Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	—
Oranges, (American)—Sang Sheng Tin	—
" Chang	6
" Small—Tai Kut	—
" Mandarin—Tin Kut	—
Olives—Pak Lam	8
Passion Fruit	—
Pears, (American)—Kam San Shut Li B.	—
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	—
Peanuts, —Fa Sang	10
Perimmons Large, —Hung Chiu	—
Pine-apples, 1st quality—Sheung Poon	—
" Ti Paw-law	each
" 2nd cooking—Chung-taag	15
" Paw-law	—
Platams—Tai Chen	—
Plums, Swallow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	each
Walnuts, Hop Tou	15
" Green—Sang Hop Tou	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ab	—
Chi Chuk	—
Beans, (French) Macao—Oh Moon Pin	10
" Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	10
Benns, Sprout—Ah Choi	4
Beans Long—Tau Kok	—
Beet Root—Hung Choi Tai	each
Brijals, Green—Cheng Yuen Kor	3
Brijals, Red—Hung Ker	3
Brassica—Pak Choi	3
Bamboo Shoots—Chook Shun	4
Cabbage, Chinese, com.—Kai Choy	4
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	8
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	—
" Fa	each
Cauliflower, Medium size—Cheng Yeh	15
" Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	12
Carrots—Kam Shun	5
Celery, Chinese—Tong Kan Choy	3
Celery, English—Yeung Kan Choi	3
Celery, White—Pak Yeung Kan Choi	—
Chilies Dried—Con Lat Chiu	20
" Red—Hung Fa	20
" Green—Cheng Lai Chiu	20
Curry Stuff, English—Ka Lee Choi Liu	—
Cucumbers—Cheng Kwa	—
Nitter Squash—Fu Kwa	—
" Caric—Suen Tau	8
Ginger, young—Sun Ts Keung	8
" old—Lo Keung	7
Horle Radish, Shanghai—Lik Kan	20
Indian Corn—Suk Mai	—
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	7
" Mandarin—Kwei Lum Ma Tai	8
" Musk Melon	—
Mushrooms Fresh—Sang Cho Kho	9
Onions, Bombay—Yeung Chung Tai	6
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	6
" Japan—Yat Poon	—
Okrocs—Mo Ker	—
Parsley, English—Yeung On Sai	25
" Gradus Pen	—
Green Peas—Cheng Tau	8
Portulacs, Sweet—Fan Shu	2
" Shaohai—Sheung Hoi Shu	—
" Tsai	3
" Japan—Yat Poon Shu Tsai	3
" American—Fa Ki	—
" Fopchow—Fuk Chan Shu Tsai	3
" Macao—Oh Moon	—
Pumpkin—Toong Kwa	—
Radish—Hung Lo Pak Tai	2
Rhubarb	—
Shalots—Con Chung Tau	10
Spinage (Chinese)—Fay Choi	4
Spinage—Vin Choi	4
Tomatoes—Fan Ker	—
Taro—Wu Tau	—
Taratips, Puntai (Long)—Low Pak	3
" English—Yeung Low Pak	—
Vegetable Marrow—Chi Kwa	—
Water Cresses—Sai Yeung Choi	—
" Callrops—Lan Kok	—
" Lily Roots—Lin Ngau	—
Vams—Tai Shu	—

FISH.

Barbel—Ka Yu	.....	13
Bream—Bin Yu	.....	13
Canton Fresh Water Fish—Hoi Sin Yu	.....	13
Carp—Li Yu	.....	13
Catfish—Chik Yu	.....	13
Codfish—Mun Yu	.....	13
Crabs—Hai	.....	13
Cuttle Fish—Muk Yu	.....	13
Dab—Sa Mang Yu	.....	13
Dace—Wong Mei Lun	.....	13
Dog Fish—Tik Tu Yu	.....	13
Eels, Congor—Hai Man Yu	.....	13
' Fresh water—Tam Sui Yu	.....	13
' Yellow—Wong Sin	.....	13
Frogs—Tien Kai	.....	13
Garoupa—Sek Pan	.....	13
Gudgeon—Pak Kup Yu	.....	13
Herrings—Tso Pak	.....	13
Halibut—Cheung Kwan Yu	.....	13
Labrus—Wong Fa Yu	.....	13
Loach—Wu Yu	.....	13
Lobsters—Lung Ha	.....	13
Mackerel—Chi Yu	.....	13
Monk Fish—Mon Yu	.....	13
Mullet—Chai Yu	.....	13
Oysters—Sang Hong	.....	13
Parrotfish—Kai Kung Yu	.....	13
Perch—Tau Lou	.....	13
Pike—Fa Paw Poong	.....	13
Plaice—Pan Yu	.....	13
Pomfret, Black—Hak Chong	.....	13
Pomfret, White—Pak Chong	.....	13
Prawns—Ming Ho	.....	13
Ray—Pei Pa Sa	.....	13
Rock Fish—Sek Kau Kung	13
Roach—Chun Yu	13
Salmon, (Cton), fresh water—Ma Yai	13

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The amazing and genuine prosperity of the country has sent up the prices of all com-

receive a further blow by the formation of the Nippon Kaisha Kaisha. The promoters anticipate success in this direction by reason of more economical working than can be employed on the foreign vessels, and also on account of the anticipated Government bounty — by which they hope to make good any losses that may be incurred. Whether all their anticipations will be realised remains to be seen.

Empire of Japan, Br. s.s., 3039, Hanchi
Pybus, B.N.S., 13th Feb., Vancouver 25
Jan., and Shanghai 11th Feb., Mails 2
Gen.—C. P. R. Co.
Enlia, Ger. s.s., 1160, T. Kayser, 11th Feb.
—Weihaiwei 14th Feb., Gen.—J. & C.
Fukura Maru, Jap. s.s., 2946 K. Mori, 14
Feb.,—Noji 9th Feb., Coal.—M. B. K.
Hongkong, Fr. s.s., 742, E. Corail, 14th Feb.
Halphong 12th Feb., Gen.—A. R. M.

Lowe, J. C.	Whyte, Mr. and
Munro, Miss A.	R. and child.
Newman, F.	
GRATONBURG.	
Adams, M. and Mrs. F.	Smith, Mr. and
R. J.	Grant.
Dar on, F. H.	Smith, T. Grant.
Gaskell, Mr. and Mrs.	Smith, Percy.
Gillman, A.	Webb, Mr. and
Olpp, Dr. and Mrs.	Montague.
Pye, E. Byrnes.	

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BIRTHS.

On January 9, 1907, at Poochow, the wife of

C. SIEMSEN, Esq., H. G. M.'s Consul, of a

daughter.

On February 6, at Shanghai, to Captain J.

M. DAVIDSON, 4th Bn. The King's Regt., and

Mrs. Davidson, a son.

On February 6, at Shanghai, to Captain J.

M. DAVIDSON, 4th Bn. The King's Regt., and

Mrs. Davidson, a son.

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Mrs. Davidson, a son.

well known fact that Viceroy Chow Fu's predecessor was bitterly antagonistic to the scheme, for the simple reason that he had other objects in view, notably the construction of a railway to Amoy, which was intended, without a doubt, to divert traffic from the Anglo-Chinese line to the purely Chinese undertaking. It may be argued that His Excellency Shum never actually showed the cards in his hand, but there was ample circumstantial evidence to prove the trend of his play. What he failed to do as Viceroy of the two Kwang he succeeded in achieving through the medium of his friends and relatives in Peking. The terms of the Agreement were thrashed out backwards and forwards till it seemed as if the task of Sisypheus had assumed a new and oriental shape. It was blocked, sidetracked and mangled until there was real reason to fear that the attempt to get it through the preliminary stages would prove abortive. At length, Sir Ernest Satow, who was then British Minister at Peking, took the matter in hand and by his vigorous and persistent efforts the Agreement was signed. In the meantime His Excellency Sir Matthew Nathan had arrived in Hongkong and with the true spirit of the engineer he determined that, despite the opposition of certain officials at the Chinese capital, the British section of the line should be constructed in spite of all difficulties. Still the authorities at Canton, relying on the eventual success of their representatives at Peking, refused to move in the matter, blandly offering the excuse that the Agreement had not been sanctioned by Imperial edict. Even although the Agreement had been signed, the opposition had by no means lost heart. They confessed in their resolution to defeat the scheme, and that they managed to prevent its final adoption for so long is a tribute to their skill, ingenuity and influence at headquarters. It need not be suggested that there was any chicanery employed; the fact remains that they stood a solid phalanx in the way of those who favoured the agreement. H.E. Tang Shao-yi, the Senior Vice-President of the Ministry of Posts and Communications, became so wrath at last that he wrote a stinging letter to the opponents of the Agreement "denouncing their tactics and condemning their attitude. "No sooner has this been made and the Agreement thereupon signed," he wrote, "than I find you advocating the cancellation of this very Agreement. Although your views may be excusable in the light of your patriotism, I am afraid that you will find considerable difficulty in realising your hopes." His Excellency was right, for the Agreement has been sanctioned and the matter is settled. We can only trust that, after the Chinese New Year, evidence will be forthcoming to show that a serious start has been made with the section running from Canton and joining the Kowloon section at Sam-chun. The first great obstacle has been surmounted, and it should not be long before the rest of the difficulties are cleared away, and the Kowloon-Canton railway an accomplished fact.

CHINESE IMMIGRATION IN AMERICA.

It is not astonishing to learn that last year a record was established in the number of immigrants to the United States, the total admissions during the period being 1,166,335, an increase of 106,598 over the previous returns. The summary in the San Francisco papers which have just come to hand, is somewhat too condensed to permit of any examination of the Commissioner-General's report, but interest in this part of the world will be directed to certain remarks regarding the exclusion of Chinese. It is not quite clear whether of the total number of immigrants admitted 1,154 were Chinese or whether that was the extent of the decrease in the applications for admission. Of one thing we may be quite certain, however—the number of Chinese admissions was an infinitesimal quantity in comparison with that of aliens of other nationalities. The Commissioner in considering the tabulated section of his report makes reference to the Chinese Exclusion Law and some of the difficulties which attend its enforcement. He is evidently of opinion that the power deputed to American consuls to investigate the claims of Chinese desirous of proceeding to the States should be withdrawn and that a new system should be adopted. In the words of the San Francisco *Chronicle*: "he recommends stationing officers to investigate and approve certificates issued by the Chinese Government to the exempt classes, such plan to supersede that of having the investigation made by United States consular officers." A sly dig at the consuls is made by the Commissioner when he says that greatly improved conditions resulted from the President's orders of last spring to instruct consular officers as to their duties concerning the certificates to which he has made reference. It is recommended that there should be a system whereby the Government might have a complete and detailed registration of all Chinese in the United States. The object of such a scheme is to impose a barrier against those Chinese who, it is alleged, employ various methods to enter the country in violation of the law, one of the chief of these being that they profess to be domiciled merchants. Any Chinese labourer found in the United States a year after the registration act who has not a residence certificate and is found to be unlawfully there should, the report says, be deported. The Commissioner also states that, on the Mexican border Chinese coolies are constantly being smuggled into America from Mexico. Other recommendations are designed to prevent the admission of Chinese labour

children; and attach severe penalties for permitting Chinese seamen to land. It is quite evident, if this *preliminary* report may be accepted as approximating the meaning of Commissioner, that he has no sympathy with those who would seek to relax the hidebound laws enacted against the Chinese. The recrudescence of a boycott against American goods probably occurred after the Commissioner had submitted his report to the Senate, and consequently he may have fancied that it had died a natural death. But there is no doubt as to the sincerity of the promoters of the boycott in their propaganda work, and such a report is not calculated to calm the spirit of retaliation among the natives. However, it is perhaps unjust to judge the Commissioner's views from an epitome of the report, and we can only wait until the original has arrived in Hongkong.

BRITISH PRESTIGE.

(11th February.)

Now that the Duke and Duchess of Connaught have gone, taking with them the affection and esteem, which always attach to any of those related to the Royal Household, some of the effects of their visit to Hongkong may be considered. While their Royal Highnesses contributed to the gaiety and pleasure of the Colony, they also were the medium of adding to her artistic richness, and, no doubt, from the feminine standpoint, affording an opportunity of illustrating her local resources. But that is not the point, for it is the spontaneous exhibition of goodwill and loyalty which is of most importance. After all, given a bright sky and gay scenery, it is a simple matter to make a Royal holiday, but there are deeper results to flow from the Royal visit. It was recognised from the first that the Duke was on business intent. His Royal Highness came out as an officer of the Crown charged with special duties in the way of examining the defences of the Colony. That the Duke managed, in the short time at his disposal, to form an accurate idea of the capabilities of Hongkong to resist an invader, we confidently believe to doubt. It is quite possible that His Royal Highness realised the efficiency of the forts to repel an attacking force, which can only come by water, but it is a well-known fact that the island is far from vulnerable from the south. The late Captain Barnes-Lawrence viewed with anxiety the construction of the Kowloon-Canton railway, believing that it afforded a loophole for those who had sinister intentions against Great Britain. He had a scheme somewhat resembling the Channel tunnel idea, whereby the strategic importance of the line might be discounted, but it was never brought to fruition. At the same time he was firmly of opinion that the southern approaches to the harbour were quite inadequate and even went so far as to say that they were practically useless. Whether the Duke realised this important fact is locked in his own breast. Of course, it may be said that His Royal Highness was able from the charts and documents placed before him to gauge the value of each fort, and, equally of course, the Duke, from his long experience, was in a position to appraise their utility, but a close personal examination is apt to reveal defects which are not apparent on the surface. The alliance with Japan naturally diminishes the danger should there be any less special effort on the part of Great Britain to consider in particular the interests of the Colony as the sentinal of the East, but it is not well that Hongkong should be relegated to the limbo of the unconsidered. In these circumstances, we trust that His Royal Highness has carried away a full conception of what is required for the maintenance of British prestige here and in the Far East generally.

CHINESE IMMIGRATION INTO MANILA.

(12th February.)

It will be recalled that early last year an exemption was made in the Chinese Exclusion Act in favour of Chinese actors being admitted into the Philippine Islands and in consequence several Chinese troupes were admitted into Manila from Hongkong. Now, however, news is to hand that Chinese actors must be classed with those who are debarred from admittance into United States territory. The information reaches us through the columns of the Manila *Advertiser* of 7th inst., which says:—Yesterday Collector McCoy gave out a cable received by Governor-General Smith from General Edwards, which revokes the ruling of Secretary Taft of April 4, 1906, regarding the favoured admittance into the islands of Chinese actors. Since Secretary Taft's ruling the popularity of Manila as an amusement centre has been very great if the coming of three large Chinese theatrical troupes from China is to be taken in account. Many people claimed that Taft's ruling in permitting the entrance of Chinese actors into the islands when they could not enter the United States was in violation of the rulings of the Treasury Department and the Attorney-General of the United States. "That Taft's interpretation of the law is faulty," remarks our contemporary, "is evidenced by the cable from General Edwards. The cable is as follows: 'Washington, February 4, 1907. Smith, Manila. Secretary of War, after full conference with the President and the Secretary of State, has become convinced there must be uniformity of construction of Chinese exclusion law with reference to admission of Chinese to the Philippine Islands, and the admission of Chinese to the mainland of the United States, and, therefore, previous rul-

ing of the Department with reference to Chinese actors, printers, or entertainers is hereby revoked and the rulings of the Bureau of Immigration, Treasury Department, in conformity with Attorney-General's opinion, will hereafter be followed.' Secretary of State cabled Consuls at Amoy and other places similar instructions.—Edwards." With a view of giving effect to the new ruling of the Immigration Law, Collector McCoy has issued Chinese immigration circular 185, embodying the cable and calling the attention of all collectors of customs in the islands to the revoking of the instructions of April 4, 1906.

HONGKONG'S NEW TRADE RIVALS.

(15th February.)

For some considerable time it has been apparent to those who have given the subject attention that the Japanese steamship companies were bent not merely on appropriating the carrying trade of the north but also had designs on the commerce which radiates from Hongkong. It was many months after the war that Dalny was thrown open to foreign traders, although the Japanese steamship owners had free access to the port and the hinterland, and the result was that, practically speaking, nothing was left for those who came afterwards. Then came the amalgamation scheme, by which the most important companies agreed to combine with the declared object of ousting their rivals in the Far East generally. They had already made a beginning with the Yangtze trade, but their operations had not extended as far as Hongkong and there was, indeed, little reason to believe that their programme contained any reference to the Hongkong and Canton trade. It was thought that with the schemes to inaugurate lines to the United States, South America, Australia and Europe either emerging from the chrysalis stage or recovering from the disorganisation caused by the war the question of entering into competition with the local boats was still for the future to decide. Assisted by their Government, however, largely through the benevolence of financiers on the London and New York exchanges and the Paris Bourse, the Japanese have been rendered able to come to the front once more with wonderful celerity. We read in a Japanese contemporary that the scheme to incorporate the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Daito Kisen Kaisha, and Nihon Steamship Company, has matured, and the final meeting of the representatives of the four companies has probably already been held at which all matters concerning the amalgamation have been arranged. It is further stated that the capital of the new company will be 12,000,000 yen, made up as follows:—10,000,000 yen, the capital of the Daito Kisen Kaisha, with 15 steam tug-boats with an aggregate tonnage of 340, and 15 lighters with an aggregate tonnage of 676; 750,000 yen, the paid-up capital of the Nihon Steamship Company with three steamers, representing a total tonnage of 3,370; 4,000,000 yen, representing six steamers on the Yangtze, and other property belonging to the Osaka Shosen Kaisha; about 3,000,000 yen representing two steamers and other property of the Nippon Yusen Kaisha, the remaining 4,000,000 yen to be subscribed publicly. When the new company is floated, four steamers of over 2,000 tons each will be built, and the services will be extended to Hongkong, Canton, Tientsin, and other North and South China ports. That is definite enough in all conscience and appears to have been inspired by some person in authority. There is no suggestion that the shipping trust of Japan may do this or that; there is no use for the subjective in the formal statement appearing in the Press; the scheme is already cut and dried, formulated and, possibly, by this time, in course of being carried into effect. It will be noted that Hongkong and Canton are specifically mentioned as ports whose trade will be cut into by the Japanese whose appearance on the scene must be regarded with grave consideration. In the first place, the steamers of the four companies are practically certain dividend earners, for they start with an annual Government subsidy of 800,000 yen, the estimate for which is included in the Japanese Budget for the coming fiscal year. Already, the Japanese Government is paying subsidies to the four companies, as an inducement to make a bold bid for the Yangtze trade, to the amount of 500,000 yen, but it is not stated whether the new subsidy to the joint concern is an addition or an simple increase. Even if it were only an increase of 500,000 yen it is very substantial. Then, the vessels can be worked at a fraction of the cost involved on European steamers, even in the case of tramps, because wages are less as a rule and Japanese sailors do not demand the fare which a thoughtful Board of Trade provides for the British seamen. There are other very real reasons why those connected with the shipping trade of Hongkong should give close attention to the situation, otherwise they may be caught nodding when their competitors arrive on the scene. In any event, it will be a stiff fight which the Japanese seem anxious to make with the view of wresting the trade of Hongkong and Canton from those who have built it up with so much industry, caution and concern. It is well known that the Canton and West River trade is far from being remunerative. At each successive meeting of the principal company interested in the trade reference is made to the difficulties experienced in securing adequate and profitable returns, but it

has been hoped that the attention and energy given to the trade, the ability with which it has been fostered, encouraged and developed would bring their natural reward in the future. With the advent of the Japanese that reward may be far to seek, unless strenuous efforts were made to retain and, if possible, increase the advantage gained by being first in the field. As for the coast trade it has been none too flourishing for some time past, and the Japanese are not likely to lead to any marked improvement. Altogether, the position is by no means reassuring, although there is no reason to be despondent, for the outcome will rest with those who are most determined to get and to keep the trade, and that should be the shipping community of Hongkong.

SINGAPORE AFFAIRS.

Little has been heard of late regarding the development of Sabang as a coaling station and its progress as the rival of Singapore, but there is reason to believe that it is gradually emerging from obscurity. A paragraph in a recent issue of the *Singapore Free Press* gives the following information and comment on the position: "The Italian cruiser *Marco Polo* arrived on Tuesday afternoon from Hongkong and she will leave this afternoon for home, her place on the Far East station being taken by the *Vesuvio*. It is somewhat significant and also an indication that Sabang is getting a formidable rival to Singapore that the *Marco Polo* will coal there on her way to Colombo." It is certainly curious that a warship should deliberately indicate its preference for Sabang, when she had to call at the important port in the South, and it cannot be suggested that in patronising the Dutch port she could have been influenced by motives of self-interest, national considerations or neighbourliness. The only rational view to take is that the commander of the Italian warship had received reports concerning Sabang as a coaling station which induced him to give Singapore the "go-by." That speaks ill of the Settlement and is far from creditable either to the late Tanjong Pagar Dock Company or the present Dock Board. Quoting again from our contemporary it appears that "steady endeavours are being made in various ports in the Far East to influence captains of trading steamers to make use of Sabang as a coaling port. The inducements are, presumably, of a monetary character, and therefore, of such a nature as the Tanjong Pagar Dock Board, now not a private company but a Colonial institution, cannot possibly offer. Things being equal, Sabang will score with skippers of a money-making turn of mind—there are a few such—for rebates and commissions are arguments that convince a going persons of an acquisitive turn of mind. The *per contra* argument that the Singapore Dock Board, to give it a generally intelligible name, must offer, are the lowest possible rates as to coaling, docking and repairs." In the opinion of the writer, if Sabang can do things better than Singapore then the former deserves to succeed. As yet Sabang is a very puny rival, the total number of ships that coaled there in 1905 being 176, and in the first ten months of last year 178, which may be styled progress of sorts, but the very fact that there is a competitor at her gates should stir the Settlement, or rather the Government, to renewed effort in the way of improving the dock and wharf accommodation, and adopting the latest devices intended to facilitate rapid coaling and the prompt discharge of cargo. Singapore is certainly not up-to-date as regards the common machines which are called into operation when quick work at the docks is required, and seeing that so much money is to be spent on the harbour it might be well if the Dock Board considered the advisability of modernising their methods in every way possible, so that the port can fairly claim to be in a position to defeat the aims of Sabang. In this connection it appears that recently the Government had been discussing the question of securing the cancellation of the harbour contract entered into with Sir John Jackson, Ltd. There was evidently some fear that the Settlement could ill afford the huge sum of £1,264,000 for harbour improvements, and the contractors were asked whether they would agree to cancel the contract in return for a *salutum* of £25,000. A reply was received saying that Sir John Jackson declined to name a sum for a simple cancellation of the contract. The amount was thought inadequate, but Sir John Jackson stated that his firm would accept £20,000 to cancel the contract, if they could reserve the right to go to arbitration for the loss of profits if they did not obtain the Tanjong Pagar contract. The telegram further stated that if it was considered that the contract must be cancelled, notice would have to be given and the Government must contemplate a claim of £100,000. To this the Straits Government replied that sooner than accept the excessive demands of the contractor or go to arbitration, they were prepared to face the necessity for the strictest economy and proceed with the contract. The Governor of the Straits Settlements at a meeting of the Legislative Council expressed the belief that the Colony was quite capable of meeting the financial situation, and so the work will proceed accordingly. Looking from the outside, we are inclined to feel that it was the wisest course to begin operations as soon as possible once they have been decided upon. It is absurd to have an immense underlaking of a public character hanging over the heads of residents, and it does not tend to increase the self-esteem of the Colony, but even as it would be with an old man of the sea who could not be shaken off. This is no time to lag behind and in view of what is

being done to popularise Sabang at the expense of Singapore, it is only right and proper that there should be no delays in the matter of public, and particularly harbour, improvements, even if it is necessary to borrow the money for the purpose.

PLAGUE IN BANGKOK.

(16th February.)

Hongkong as a rule enjoys comparative immunity from plague, although it is usually more or less afflicted at this season of the year by a visitation of cholera and other diseases caused by the lack of a domestic water supply. That the capital of Siam should have escaped the trouble which in the present season is common throughout the Far East has been matter of surprise to those who have any knowledge of the insanitary conditions prevailing in Bangkok. This year, however, there has been a serious epidemic of plague and at the present time there is no evidence that it has been stamped out or that adequate repressive measures are being adopted to check the disease. The fact that the sanitary arrangements of the city are of the most primitive description is not calculated to afford consolation to the ports which are in direct communication with Bangkok, and are therefore liable to import the disease. As a matter of fact, from latest accounts the epidemic is spreading into the interior where nothing or almost nothing can be done to stay its ravages. It has been shown that the Siamese people have a fatalistic turn of mind which leads them to view the increasing death-roll with a calmness amounting to equanimity. When cholera is at its height in the dry season, the natives persist in drinking the brackish waters of the Menam, in direct opposition to the advice of those in authority. They are told what the results are likely to be, but whether it is due to ignorance or apathy they continue the practice and suffer accordingly. Cholera was an accepted fact which could not be denied, and they were far from attempting to defeat the ends of Providence. But plague is practically a new feature which appears to be exercising the natives mainly on account of its novelty. The *Bangkok Times* in discussing the matter observes that:—"Plague follows a pretty well defined course when once it has established itself in any big town, and the prospect, not of sporadic cases, but of serious epidemics for some years in the future, is not a pleasant one. If that prospect is realised it will raise not a few difficult problems that the authorities will have to be prepared to deal with. But we fancy a serious increase of plague cases means more than that. It means that the question of the sanitation of Bangkok will become one of practical politics. The essential sanitary rules will have to be enforced as in other towns under proper administration, and money will have to be found for the water supply and other necessary works. Only necessity perhaps could force the matter forward at present, but with plague in the country public health becomes a matter of the first importance. This has not been recognised yet, however, for even the elementary Act making registration of death compulsory is still on the S.C.F." That is rather plain speaking on the part of a newspaper which bears a semi-official standing in Siam, but it does not come too early—Here is a country, which pretends to be in the forefront of civilisation, as the word is understood in the East, which does not employ the most elementary forms of sanitation, has no idea of inaugurating a water supply system and gives little or no thought to the eradication of endemic diseases. If the introduction of plague induces the authorities to give another thought to the essentials of health and the principles of hygiene it will not have proved an unmitigated evil. But is Hongkong flying attention to the outbreak in Bangkok? There is a very considerable trade between that port and this Colony, a trade which will increase as the rice crop is milled, and unless steps are taken to preserve the community from a premature epidemic derived through the agency of travellers from Bangkok, the work of the past few years will have been in vain. It is not desirable that the precautions should be of such a nature as to conflict with actual trade requirements but they should certainly ensure the safety of the public of this Colony. In these circumstances, we trust that the Sanitary Department

speeches were made and many toasts were pr

The president mounted a chair and said that an occasion like the present should be

The toast was drunk with musical honours and to the accompaniment of "Hochs" which rang throughout the building.

Captain Count von Posadowski, in a short speech, dwelt upon the fittingness of the Club's proximity to the water; thanked the members for the hospitality accorded to the officers of the German navy and proposed "good-fellowship" toast which was also honoured by loud "Hochs."

After a song "Der Deutsche Lied," contributed by a number of members, Mr. J. Hanson thanked the Chairman and members of the Club for their invitation to the Committee of the Shanghai Club to attend the ceremony. They were exceedingly grateful and considered that the building was a great credit to all concerned and to those responsible for the idea of building it. They had now the reward, and it was the wish of the members of the Shanghai Club that they would long enjoy it.

to Mr. Hanson's request and after a number

Among the most notable presents made to the Club may be enumerated the following:—The marble for the staircase and the walls of the grand staircase from Herr Hermann Melchers; the tiled front of the bar from the Russo-Chinese Bank; the four panels in the bar from the North German Lloyd Company; the electrolit for the bar from citizens of Bremen; the panel and billiard tables in the billiard saloon from the Hamburg-Amerika Linie; the clock in the bar from the Swiss members of the Club; the tiled stove, reading room and the German-Netherlands Cable Company north of the German Emperor from the

cers of the Cruiser Squadron in the Far East.
pictures and panels in the dining hall for

members belonging to different States and towns in Germany. In addition to these large proportion of the fixtures, electric light fittings and mural decorations were the gifts

members or friends.

FATAL EXPLOSION AT SHANGHAI.

At 2.50 p.m. yesterday, reports the *N. C. News* of 7th inst., when a packing case, supposed to contain Japanese fireworks, was opened by Chinese coolies in the transport packing office of the I. M. Customs, there was a sudden explosion, said to have been caused by the effect of the hammered blows given the coolies in their efforts to open the case. As a result of the explosion the windows of the office were shattered and of the three Chinese in the room at the time one was injured about the head. He was almost immediately attended by Dr. Patrick and Jackson and removed to the ambulance to the Shantung Road Hospital, where it was ascertained that loss of eyesight must ensue, but no fatal results are apprehended. A second Chinese coolie was brought about the face and body and had his right leg and left ankle broken, the third man in the room escaped with slight injuries. C. B. V. Golding was in the room when explosion occurred, but fortunately escaped.

without injury.

IMPERIAL DIKT

HORSE-BREEDING IN JAPAN.

IMPROVEMENT OF HARBOURS.

At a meeting of a Budget sub-committee on the 31st ultimo a question was raised as to the Government's intentions in relation to horse-breeding in Japan.

Mr. Arai, in reply, stated that the number of horses in the Country was estimated at about 1,500,000. It was proposed to distribute about 1,500 selected animals in various parts of Japan with a view to improving the breed. The work will be carried out within a period of eighteen years, commencing from 1906.

The Government approved the establishment of racecourses as a means of improving horse breeding, but full investigation into the character of all applications would be made before being granted.

At another sub-committee meeting an official statement was made concerning the improvement of several rivers in Japan to allow of freer navigation. The Yodogawa, at Osaka was mentioned in this connection.

Mr. Hara, the Home Minister, said that a pledge could be definitely given as to the

carried out.

Mr. Hill, dealing with the two Lusk and
bour-works schemes, stated that, although

Kusado harbour was not a very important one, the work of improvement of which was not considered necessary with view to future commercial development. Breakwaters would be built to prevent the sand silting up in the harbour. It was also essential that the Hokkaido coast have a good harbour on the western coast, a point north of Otaru; hence it was necessary to improve the harbour of Ramue. This harbour is not a very good natural harbour but it would be valuable as an outlet connection with the trade from the interior.

Japan Chronicle.

THE JAPANESE TRAINING SQUADRON.

ANOTHER START UNDER DIFFICULTIES.

The *Japan Chronicle* of 2nd inst. reports that the Training Squadron consisting of the boats *Iwakushima*, *Matsumishi* and *Hashidate* weighed anchor at Yokosuka on Thursday as previously arranged, bound for Yokohama. A fierce gale was raging at the time and the sea was so very rough that it looked as if start would be almost impossible. However, all the men were anxious to get away, for the vessels, it will be remembered, had to leave before the account of bad weather, and they proceeded to make the necessary preparations, regardless of the dangers and risks. Two sailors, while working on deck were carried by the force of the gale; and it was thought that they would be lost. Fortunately, after a great deal of difficulty, the sailors were rescued by means of a rope and boat. At 1.20 p.m. the *Hashidate* made a turn of 180 degrees and then slowly started out, the other two immediately following. The scene described was magnificent, the three vessels majestically moving away, the angry sea dashing against them; while all the men aboard united in a single inspiring war-cries.

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CHINESE NEW YEAR.

Another Chinese New Year has come, and the general consensus of opinion is that the celebration has been more quiet, and almost with indifference, than in any previous year. True, Young China eagerly awaited the hour officially appointed, on Tuesday evening when they might with impunity, and impunity from police—may other—interference, commence the fire-cracker mania which their heart loves, and on the minute the firing began, all over the Colony, the racket being such as almost to give the timid nervous and stranger within our gates, the idea that the city was under bombardment by an unknown enemy. Thus was ushered in Chinese New Year, and in two hours' time the streets had all the appearance of a place of great festivity, having passed over the quietude of the past, which, though it is evidence in great places, which those residing in the shops and houses in front of which they were piled refused to allow to be swept up until after the Chinese New Year, which had become a sort of by-word—an era from which all things were to date.

In the evening the usual Bazaar was opened along Bonham Strand and Jervois Street, but while the usual crowds, drawn from all communities in the Colony, flocked to the scene, both before and after dinner, they were somewhat disappointed with the displays on the stalls, which could in no way compare with those of past years, nor were the stalls themselves as numerous.

Among those visiting the Bazaar, at night were His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., accompanied by Captain Coleman, A.D.C., who strolled through the Bazaar inspecting everything and making many purchases. And here, once again, was exhibited the only spirit of His Excellency towards the little ones. At one of the stalls His Excellency suddenly observed by his side two beautiful little Chinese maidens, who were looking at some Japanese mechanical toys, with wistful longing eyes, but the price of them was far and away above anything they dared dream of possessing. Noticing their wistful looks, His Excellency, without a word, purchased the two toys, and to the delight and amazement of the two little maidens, presented one to each. Then, indeed, they went on their way rejoicing, while the look on their faces was His Excellency's reward. Business did not appear to be very brisk, and the familiar figure of potterfamilies, laden down with packages of all sorts of queer shapes and size, quite one of the features of the Bazaars in former years, was conspicuous by its absence. Late in the evening many residents from the Peak paid a flying visit to the scene, but apparently finding nothing attractive, did not stop long. But the night was not to pass without its amusing incidents—amusing, that is, to the onlookers, but the reverse to the unfortunate victims. Near a sweet stall below the fire station was a huge tub of what looked like batter, in readiness for making more cakes, which were being sold as fast as the vendor could cook them. At the side were standing two or three gaily-dressed Chinese girls, waiting their turn to purchase some of the good things, with their money held ready in their hands. Suddenly there was a splash and a shout, and a general drawing-back of the crowd, for into that tub of flour and eggs had been pushed, whether by accident or design nobody but the culprit, if there was one, knew—one of the little girls, pink silk jacket, bell-bottoms, and all. The crowd, of course, laughed and jeered, but it was no laughing matter for the youngster, whose New Year was completely spoiled.

Another ludicrous incident was witnessed near the calendar stall when a very small boy running away from a bigger one in pursuit tripped and fell, his head in some unaccountable manner pitched between the legs of a stool, on which a burlesque dancer was taking a pause, while waiting for more victims. The jar nearly upset her, and seeing the cause of the mild earthquake, she seized the imp, put him across her knee, and administered to him a sound smacking on that part of the anatomy which is used to support the body when resting.

At midnight the stalls were closed until the next day, and very soon the place was in darkness, save for the street lamps. Yesterday the Bazaar and the general festivities connected with the season came to an end with the general exchange of seasonal visits in the day-time, and theatrical performances at night. During the two days, the s.s. *Tai On*, now lying at Wanchai for some superstructural repairs, and many Chinese-owned craft in the harbour hung out their bunting in honour of the day and of the season. To-day all was as usual; shops and houses, which had been hermetically sealed during the past two days, threw wide their doors in preparation to enter upon another year's business of trade and industry.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st February.

	1906.	1907.
Tytam...	33' 41" below overflow	12' 41" below overflow
Byewash...	28' 4" below overflow	25' 9" below overflow
Pokfulum...	31' 0" below overflow	20' 61" below overflow
Wong-nei-chung...	45' 23" below overflow	36' 1" below overflow
STORAGE GALLONS.		
Tytam...	161,120,000	287,845,000
Byewash...	7,100,000	497,000
Pokfulum...	7,100,000	234,400
Wong-nei-chung...	nil	1,769,000
Total...	168,220,000	313,470,000

Consumption of water in the City of Victoria and Hill District during the month of January.

	1906.	1907.
Estimated population...	107,210,000	108,569,000
Estimated population...	231,700	236,100
Consumption per head per day...	14.9	14.8

Intermittent supply in Eastern and Rider Main Districts during the whole month of January, 1906, and in the Rider Main Districts during the whole month of January, 1907.

Consumption of water in Kowloon Peninsula during the month of January.

	1906.	1907.
Estimated population...	74,589,000	20,749,000
Estimated population...	77,300	82,450
Consumption per head per day...	6.1	8.1

Supply for new Gravitation Works commenced 1st December, 1906.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

NEW YEAR POLTERGEISTS.

CRIMINALS ON A HOLIDAY.

There was an unusually small number of cases to be disposed of at the Police Court this morning, considering that no business has been done for the last two days—Chinese New Year holidays. It is, however, pleasant to learn that but for a few pick-pockets nothing of a serious nature has transpired during the holidays, according to the police records. If this is any criterion it would appear to the ordinary man that the Chinese New Year has brought with it a wave of peace, but a police officer who knows Hongkong and its criminals thinks otherwise. "The people are enjoying themselves too much now to think of committing crimes," he says. "The more serious offences, which consisted of pocket cutting, committed during the two days under review, came directly under the notice of the police in the Central district. The first case, to be reported occurred in Hollywood Road shortly before two o'clock on Wednesday morning, when 'ui Sam Un,' a 'boy' employed in the Hongkong Hotel, had his coat pocket cut and a purse containing a little over \$9 stolen. The next person to be victimized was a cook, employed at the Central Police Station. He went out for a stroll yesterday afternoon and drifted into a crowd that was gazing at a dragon ceremony which was being enacted in Cockroach Street. He became so interested in the performance that he did not notice that his pocket was being carved. The thief, who, apparently, was a new hand at the game, allowed the cook's purse, which contained the large sum of forty cents, to fall, and that brought the cook to his bearings. In each case an arrest was made and conviction followed at the Magistrate's Court this morning. At West Point only one case of robbery is on the books. That was where a 'fat' boy, 14½, Third Street, occupied by a table 'boy,' was entered on the night of the 12th instant, and a long silk coat, which, it was alleged, he borrowed for the holidays was stolen. The thief was caught and the long coat recovered, but that did not lessen the 'boy's' worries a bit, as the police held on to the long coat to use as evidence against the prisoner, and the poor 'boy' was compelled to go about long-coated during the holidays!

A FACTION FIGHT.

HIGH STREET & THIRD STREET.

By way of celebrating the close of the Chinese New Year festivities, the residents of High Street declared war upon those of Third Street, and preparations were made for a bellicose encounter. There were no financial difficulties to be encountered, no war loans to be raised; each party was ready and prepared to take the field, and did so. They were both amply supplied with munitions of war, and decided that the contest should take the form of a "battle of bombs." It did. For a while yesterday nothing could be heard in the vicinity of the battlefield but the bursting of the bombs, and the ear-splitting cat-calls of derision on the part of either side as the opponent's bombs fell harmlessly and futile. But in the middle a neutral party intervened, and that party, one Li Kun, resented it. Seeking revenge he caught up a brick-tying conveniently to his hand, and flung it at the man whose bomb had hurt him—or his feelings—and, of course, he hit the wrong man, and straight in the eye at that! Then there were hot times for some ten minutes, until District Watchman No. 6 came up and seized Li, and was marching him to the Central Police Station, when two of Li's pals, loyal friends and true, jumped on the District Watchman, who would have got very much the worse for his zeal in endeavouring to secure the maintenance of peace, had it not been for P. C. Purden who came up, and with out any ado, seized and arrested Li and his two supporters, and marched them off to the Central Police Station, there to await the award of the presiding Magistrate, Mr. F. A. Hazledine, when he took his seat on the Bench this morning. Li Kun, the brick-thrower, was charged with disorderly behaviour, and was fined \$3, his chums being charged with resisting the police in the execution of their duty, and fined \$5 each. Among the crowd also was arrested a *lunkow* from the Central Police Station, and he was sent before the Captain Superintendent of Police, to be dealt with departmentally.

In consequence of all this disturbance Inspector Collett sent out twelve men in plain clothes with instructions to arrest all and sundry whom they caught throwing bombs. As a result seven men were arrested, having been caught in the very act of continuing the dangerous practice. They were also placed before Mr. F. A. Hazledine, charged with disorderly conduct, at nine o'clock last night, and were fined \$5 each. Several Chinese gentlemen complained that they had had their long silk coats burned by these bombs—but with a reasonable magnanimity, they did not ask for compensation.

GREAT FIRE AT KOBE.

MITSUBI GODOWNS DESTROYED.

DANGERS OF SPONTANEOUS COMBUSTION.

On Sunday morning (27th ult.) soon after five o'clock, fire broke out in the godowns of the Mitsui Bussan Kaisha, Higashicho, 1-chome, Kobe, and three large sheds, six sheds, together with the whole of the contents—consisting of foreign rice, ship's masts, Soy beans, bean-cake, and oil-cake—were destroyed. The losses are estimated at over ¥100,000. The conflagration was extinguished shortly after 7 a.m. but for some hours later dense volumes of smoke continued to rise from the debris. The godowns which were burnt down covered an area of 237 tsubo, while the sheds destroyed covered 754 tsubo.

Along the wooden fence which stood between the newly-built godowns and the older buildings, three straw bags of lime had been heaped up. These bags of lime had been exposed to the weather and it is presumed that during the rain on Friday they got wet, with the result that the mixture of lime and water set fire to some inflammable goods near by and led to the disaster. A fireman, second in command of the brigade attached to the Hyogo police, was seriously injured through being crushed under a wall which fell down upon him while he stood on the roof of an adjoining building. Several firemen went to his assistance, and when found he was unconscious. He was taken to the Okumi Hospital, where he lies in a precarious condition. Another fireman was almost crushed by a falling wall, but escaped with slight injuries.

The fire would have spread but for the energetic work rendered by the Hyogo fire brigade, whose services were augmented by the steamship *Isosage* belonging to the Water Police, which vessel brought a powerful pump into action.

Owing to the character of the goods which were burnt, the most obnoxious odours prevailed in the neighbourhood during and after the fire, much to the discomfort of residents thereabouts.—*Japan Chronicle*.

INHUMAN GRAND-DAME.

BEATS GRANDCHILD'S CORPSE.

Man's inhumanity to man is a theme around which many a tragedy has been woven, but who, with the utmost stretch of imagination, could have conceived the actual existence of a woman's inhumanity to childhood, right here in our midst, such as was brought to light as the result of a case which came before Mr. F. A. Hazledine, presiding at the Magistrate's Court this morning. The charge, which resulted in this revolting revelation, was one of dumping the body of a Chinese female child, aged 12 years, at the junction of High Street and Western Street. West of point, the accused persons being a Chinese widow and a coolie. The details are somewhat sordid, and it appears that the girl's father "took a trip abroad," several years ago, leaving his wife and child in the care of his wife's mother, the woman now charged. Some time having elapsed, and there being no signs of the return of the husband, the wife took unto herself another "good man" and with him eloped, leaving the child with her grandmother. The latter took care of, and brought up, the little one until she reached the age of twelve years. A few days ago, however, the child was taken ill, and, after a brief illness, she died. Then the wrath of the grandmother became uncontrollable—she had had all the responsibility and expense of bringing up the child, and now when she was arriving at an age when she might be of some use to her grandmother and so make some return for all the care and trouble bestowed upon her, she must needs go and die! The grandmother, who was too wicked of the child, then, letting the body of her feelings have full sway, she seized a frying pan, and with it beat the poor dead child over the face and head, until her fury was at last spent, and the pan fell from her nerveless hands. Having thus vented the full force of her fury the old dame called a coolie, and between them they carried the little body to the locality mentioned and there quietly dumped it, to be found and removed by whosoever might make the discovery and encompass the removal, without further trouble to the old dame herself. But she was not to be troubled quite all her own way, for all unknown to her, from the shadow of the nearby lane, an Indian constable was watching the proceedings. But the constable watched and took the situation at a glance, and when the dumping had been actually accomplished, and not till then, he stepped forth and arrested the pair of ghouls. They were this morning placed before Mr. F. A. Hazledine, at the Magistrate's Court, charged, at the instance of Inspector Collett, with dumping a dead body, having removed the same without a permit. The charges were proved against the pair and they were sentenced to pay a fine of \$25 each, with the usual alternative. The cause of the death of the child was certified to be malaria.

H. A. L. S.S. "SILEZIA"

TAKES TROOPS TO LISBON.

When the Hamburg America Line's s.s. *Silezia* left the harbour this afternoon on her way to Lisbon via ports, she had on board a number of Portuguese time-expired men who are returning to their homeland after their term of service in Macao. These troops comprise three officers including Colonel 21 second class, and 204 men, of which class all of them arrived from Macao by the river boat and transhipped here this morning to the on-carrying troopship. Before leaving this port the captain of the *Silezia*, entertained atiffin Mr. J. J. Leira, Vice-Consul for Portugal, together with the Captain, First-Lieutenant, and Doctor of the Portuguese gunboat *Rio Lima*, besides the returning officers, when the usual complimentary toasts were honoured to be in the best of health and spirits, and the afternoon the *Silezia* steamed out of the harbour, the returning troops setting up ringing cheers as the vessel left her moorings, which were responded to by friends who had been to see them off, and who waited in the launches to see the vessel make a start.

JAPANESE FLOATING EXHIBITION.

Acting on the idea of American business men, Japanese commercial agents, under the auspices of a guild of Yokohama exporters, are about to send to the Pacific coast a 5,000-ton steamship, loaded with samples of Japanese merchandise, to show the people of the coast cities of the United States, Mexico, Central and South American states what Japan produces.

The news of the scheme was brought by officers of the steamship *Minatoka*. They stated that all the exporters of Yokohama were backing the plan and that in that city it is meeting with the highest approval. This company is estimated at 50,000 yen and the work of securing the samples is complete. The officers of the *Minatoka* have not learned what steamship had been secured other than it was a vessel of more than 7,000 tons. It is to be out ten months, touching at all of the Pacific coast ports and showing business men and representatives of Eastern commercial houses what Japan can produce.

The idea of sending out a floating exposition originated in New York several years ago, but it was not until last year that it was carried through, but nothing was done. At the time there was a vessel being fitted out in Liverpool which would tour the world loaded with the products of England for the express purpose of promoting trade and showing to the world what the nation can do.

As to what American port will be the first touched by the sample ship is unknown as yet but those on the liner state that it will be either Seattle or San Francisco.

NEW ENTERPRISES IN JAPAN.

ENORMOUS INCREASE.

According to a careful investigation made by the *Osaka Asahi* the number of new companies inaugurated during the period beginning on July 1st, 1905, and ending on January 1st last, reaches the enormous total of 2,238, with a capital of ¥425,026,263, while established companies during the period under review have increased their capital comprise 63 companies, the amount of increase capital amounting to ¥121,611,021 besides which 26 companies have issued debentures to the amount of ¥38,739,592, thus bringing the grand total of new capital up to the sum of about ¥586,366,000.

New enterprises promoted since January 4th this year include 161 concerns with a capital amounting to ¥22,550,845 and those which have increased their capital during that time number 32 companies with capital added to the sum of ¥4,644,819. 20 companies have issued debentures since January 4th, the total amount of those debentures totalling ¥3,001,800.—*Japan Chronicle*.

KOWLOON CANTON RAILWAY.

LOAN AGREEMENT.

SANCTIONED BY IMPERIAL EDICT.

We are informed by Messrs. Jardine, Matheson & Co., joint agents with the Hongkong and Shanghai Banking Corporation for the British and Chinese Corporation, Ltd., that by a telegram from Peking they learn that an Imperial Edict has been issued sanctioning the Agreement with the British and Chinese Corporation for the construction of the Chinese section of the Canton-Kowloon Railway.

According to the *Universal Gazette*, the terms of the loan for the proposed Kowloon-Canton railway embody the following important points:—

- (1) The loan to be £4,500,000 guaranteed by a mortgage of the Kowloon-Canton Railway.
- (2) £94 to be paid for every £100.
- (3) Interest on same to be at the rate of 5 per cent. per annum, same to commence on date of issue of the Bonds.
- (4) A single track to be first constructed, but the road bed to be widened so as to be prepared for the construction of a double track.
- (5) Work on the road to be started within eight months, failing which the Agreement will be annulled.
- (6) The Head Office of the proposed Railway to be in Canton. The Viceroy of Kwangtung and Kwangsi to appoint a Director who shall be assisted by a British Engineer-in-Chief and a British Manager.
- (7) The staff of the Company to receive £35,000 as remuneration during the time agreed upon for the construction of the Railway. The said sum being the commission for the purchase of materials.
- (8) The sum of £100 to be paid the Company each year, payment of which will cease upon repayment of the whole loan.
- (9) The loan is to be for fifty years. Interest only on same to be paid for the space of twelve and a half, after which both principal and interest to be paid in instalments.
- (10) The Viceroy of the two Kwang provinces will arrange separate terms with regard to the joining together of the Canton line to that of the Kowloon line.

FOREIGN SCHOOLS IN CHINA.

At this season of the year in Shanghai public interest is sought by those English and American institutions which have for their purpose the instruction on occidental lines of the coming generation of Chinese. Several of these schools and colleges have had their closing exercises or prize-givings within the past few days, and others are about to do so. Some of the more comparatively old foundations, and others of quite recent establishment, their reports, nevertheless, will agree generally on several points. They will tell the palpable facts of diligence and enthusiasm, which constitute, according to western notions, almost precociously on the part of the scholars; and will add the consequent, though partly counter-acting, fact that there is always the possibility that students will lay down their studies exactly at the critical moment, and from piety or the irresistible allurements of attractive employment or merely from whim, will interrupt, even if they do not put a definite period to, endeavours, which might have borne fruit. There will be thus a blending of encouragement with disappointment, such as is inevitable in almost every enterprise; but as those directly concerned in the management of the institutions will almost certainly express satisfaction rather than the reverse, it might be considered that for the outside public there is nothing left but to applaud.

The circumstance, however, that a considerable section of young China is either passing through, or clamouring to enter, these foreign-directed schools, which are to be found in all the greater cities of the Empire, raises an inevitable question as to the influence the education there imparted will have upon the future of the nation. A very great responsibility, which we are sure is fully appreciated by those concerned, rests upon the instructors in Anglo-Chinese schools and colleges. They are receiving a very eager welcome, not from officialdom, but from the people themselves. Their case and opportunity are very different from those of the scholars of the Eastern Empire, whose dispersal over Europe, when the imperial city fell, inaugurated the modern time in which we live.

The erudite refugees of the fifteenth century, who conquered the intellects of a wider realm than in their sheltered security they had dreamed of, did not set out consciously to spread far and wide the treasures won by their patient toil. The lamp of knowledge to them was something sacred to be ministered to by those who were approved worthy. That it should even be set on a hill to illuminate a people was as remote from their ideals, as it was from those of the people among whom they were cast to seek to possess themselves of it.

This knowledge was pursued for the sake of knowledge; any practical application was the result more or less of accident, or of the working of time. And under such conditions, the sum of the world's learning increased, as it still increases to-day, in the laboratory or the study, but not in the school-room, where all that can be done is to prepare the minds of those who will hereafter make research and experiment for themselves.

The educational problem is complicated for China by the desire that the student's attainments shall have an immediately practical result, apart from the drilling of the mental faculties in the way that muscles are strengthened by gymnastics. The English language, we fancy, is studied because it is the chief medium of speech with the outer world and has a commercial value, rather than because it enshrines a great and elevating literature. In medieval Europe Latin and Greek were sentinels to the learned professions certainly, but had no further extrinsic value. Latin was the *lingua franca* of culture not of business, and it is on intellectual culture that the greatness of the western nations has been made firm. Hygienics, sanitation, bridge-building, all the mechanical marvels of the nineteenth century were possible because the way had been paved for them among a people whose industrial and civic leaders had been bred to the classics. China herself, in a nation, exemplifies the strength of simple scholarship. But hitherto the aim and end of study have been made, the attainment of official rank and its scope has been limited accordingly. It will achieve no useful object to substitute for this interested delving in dry-as-dust Chinese lore, a parrot-like acquaintance with Shakespeare.

But if our Anglo-Chinese colleges give the incentive to a desire for learning for learning's sake, and not for any mere selfish purpose, they will take high place among the regenerating forces at work in the Empire. For they will have helped to produce a body of thinkers, who will lead the nation to action.—*N. C. D. News*.

WUCHOW NOTES.

WRECK OF STEAM LAUNCH "HONG-NING."

News is to hand of the wreck of the steam launch *Hong-ning*, a small stern-wheeler running a passenger trade between Nanning and Nanning. The Captain of the *Hong-ning*, another small passenger launch, reports that the *Hong-ning* struck a rock, became here and there, but owing to all of them rushing to one side, the launch simply turned turtle and went down. Latest report to hand states that over 100 lives have been lost. Some 30 bodies have been washed ashore on the beach near Kuan How, whilst others were carried away by the tide, and have not yet been recovered. The *Hong-ning* left Wuchow for Nanning about five days ago, with about 120 lives on board. About 20 have survived the disaster and give narrow accounts of the scene. Those who have survived describe the foundering of the vessel being very sudden, and that they managed to swim to the bank, with the help of some of the wooden wreckage. The passengers were of the peasant class, and were returning to their homes for the Chinese New Year holidays. This sad news has cast a gloom over the natives here, who consider it as a very bad omen, in view of the close proximity of the new year. The *Hong-ning* had no boats or other life-saving apparatus on board, and was simply overcrowded. One of the crew states that the loss of life would not have been so great, if the passengers had not lost their heads and rushed to one side of the ship causing her to heave over.

PIRACY RUMOUR.

Our small foreign community was rather startled yesterday with the report that the customs staff who left Wuchow for Nanning, Hainan, and other ports, were being followed by a number of pirates. The report was received by the Customs staff, who are treating it as a mere rumour, but the Chinese seem to believe and credit the report. It is hard to trace the origin of this rumour, but the friends of those who were following the pirates, Mr. Neubrun, assistant examiner, Mr. Schick, who is a native clerk in the Indian Staff, and family, and also other native employees, with their families. The pirates were left together in three houseboats or junks on the river, and the rumour was spread by the friends of those who were following the pirates. The party went up under the escort of an armed body of soldiers, as pirates in the Kuan How district have lately been very active and energetic. Telegrams have been sent to Kwei Yuen, the nearest Telegraph Station, for particulars verifying how much truth there is in this rumour.

FOR WAYS THAT ARE DARK.

Chinese merchants are having some unusual experiences since the opening of Nanning. The following two instances are quoted. A number of merchants hired a junk and loaded her with miscellaneous foreign import goods for Nanning. The junk was fast despatched but on failing to arrive in Nanning, inquiries were set afoot and the merchants then found to their sorrow that the junk master had died enroute, the crew disposed of the cargo to all and sundry buyers at any odd figure, and with the proceeds quitted and fitted to their own happy homes there to dignify the Chinese new year in a manner dignified and becoming. The junk master, an old one, was left to his own devices at a small village. The poor merchants are now wondering what their next move will be. Another merchant despatched a lot of kerosene oil to Kwei Yuen. On arrival there he handed over to the consignee half the original quantity shipped. Inquiries as to what had become of the missing half of the cargo elicited the bland reply that "it was sold to buy rice, which had run short." The Kwei Yuen magistrate is now investigating the case, and his decision is eagerly looked forward to by the owner of the kerosene.

E. B. HAYES V. S.S. "CULMORE."

From the *Shan Hai Times* of 6th inst., we reproduce the concluding report of the case of Capt. E. B. Hayes against the s.s. *Culmore*, the result of which was given in a special telegram in these columns last week:—

At H.B.M. Supreme Court yesterday morning before Sir Haviland de Saumarez, Judge, the case of Capt. E. B. Hayes versus the s.s. *Culmore* or the proceeds thereof was continuing.

Mr. R. F. Gregson appeared for the plaintiff and Mr. J. P. Jones for the defendants. In cross-examination Dong Ting Kee said that on 22nd December he did not give the captain a list of repairs necessary or an order for new articles to clean the ship. The captain gave witness the reference paper on 22nd December and wanted witness to sign the document to get other employment, saying that the more papers he got the better chance he had of getting other employment.

By the Court:—plaintiff was discharged because he did not navigate the ship properly because witness could not get any more business. All the business of the steamer was done in Shanghai.

Recalled: The plaintiff was dismissed on 22nd December.

Captain Neilson, now in command of the s.s. *Culmore*, gave evidence as to the difficulties in going up the Yangtze without pilots, as to the delays of difficulties in anchoring at Taku when witness was chief officer under the plaintiff's command.

A. Sander of Sander Weiler and Co., agents for the s.s. *Culmore*, stated that he learnt in December last from Dong Ting Kee of many complaints about the plaintiff, as captain and mentioned that the captain saw him on 22nd and 27th December as to a claim for three months' wages. Witness told plaintiff he had always been treated fairly, but his duties had not been done satisfactorily, and that the cost of the repairs was too high.

By His Lordship:—There were no British subjects interested in the ship.

Mr. Jones said there might be one Britisher in the ship.

After addresses by Counsel His Lordship delivered the following judgment.

The question as to whether this action is properly brought on the Admiralty side of the court is one into which I need not go. I wish to express no opinion on it as I have had no argument and I form no opinion. The action is brought by the captain against the ship and he in substance asks for damages for wrongful dismissal. The defence raised by Mr. Jones are three: first, that the dismissal is justified; second, that he (the plaintiff) accepted his dismissal; and third, that there was no necessity for notice. As regards the plaintiff accepting the dismissal I do not think that there has been proved to be any such acceptance. I think that the plaintiff's service would be no longer required, he in fact asked both Dong Ting Kee and Mr. Sander for three months' wages and in one case for his passage home, so that I do not think that that plea can prevail. Then there is the general question as to whether the captain is entitled to notice. I think the general principle on which a man is entitled to some notice has not been in any way controverted by the arguments which I

have heard and I think that if a dismissal is proved to be a dismissal, the plaintiff is entitled to some notice. As to what notice—there is some custom in the port, which certainly has not been proved in this case, though it may exist—this is a question to be determined in each particular case and depends upon the general facts. Now as to whether this dismissal was justified or not, we have various complaints, as to the faulty navigation on the part of the plaintiff of this vessel. The case of the *Culmore* is a complaint of two other masters navigating that extremely difficult river the Pailo—is another, and the fact that he touched the bottom on three occasions, between Nanking and Kiangnan, is another. Then there is the complaint of his navigation in the Gulf of Pechili, on his journey from Taku to Newchwang, and others, which, I think, may be generally taken as covered by the complaint of the character of the vessel. As regards the knowledge, as regards the running of the ship, the plaintiff himself has explained that the engines of the ship did not go astern at once and it certainly seems to me that an engineer who cannot always be below—as is the case if there is only one engineer on board—is likely to lead to confusion and possible mishaps. I cannot find that the captain is to blame for this.

This is a British ship or supposed to be one. Then there is the case of the captain's complaint regarding plaintiff's navigation of the Pailo. As Mr. Sander very fairly put it you never quite know which of these captains will say most against the other, but always seem to think the other one is in the wrong and doesn't seem to attach very much importance to this particular dispute. And then there is the question of touching the bottom near Nanking and the explanation given by the captain, that the pilot did not come on board though he waited three hours, seems to me at all events to weaken the defendants' unreasonableness. I do not think he acted wrongly; no harm happened; there was certain delay, and it is a question of exercise of discretion. Then there remain the complaints of the charterers. These seem to me in the aggregate to be somewhat serious but at the same time I do think that when the plaintiff approached the defendant's agents here he was told that the ship was going to be sold and that Mr. Dong Ting Kee gave him notice; that fact alone, which very much strengthens the plaintiff's case or weakens that of the defendants, and then on the top of this I have this reference which was signed by Mr. Dong Ting Kee. I cannot say that I was entirely satisfied with the way the plaintiff gave his evidence about this, but at the same time I must point out that it is an extremely serious thing to certify to the conduct of a master and to reason for discharging him which is not true. I think the plaintiff's evidence is not to be taken as a whole. He explained to him. He chooses to put his case up to it on behalf of the *Ching Dai* (namely, the company, as managing owner, without any such explanation being given to him. If he chooses to do that he must be held responsible at all events for what he has done. He might be recommending somebody who is entirely unfit for recommendation as a master, and he might put a steamer or vessel into very considerable danger in consequence of giving a recommendation which would induce the owner of that steamer to take an incompetent master. A man has no right to make a statement of this kind like that, and I should assume under those circumstances—I think I ought to assume—that this has not been signed in the absolutely half-hearted way which he says he signed it. At all events if it was he must take the consequences of having done so and he has given his reason for discharging the plaintiff in consequence of his not being satisfied with the facts, into consideration—although there were other reasons, and although they may, and probably did, have a very great extra weight with Mr. Dong Ting Kee—I find that on the whole the dismissal was not justified. Then comes the question of damages and I must bear in mind the nature of this vessel, of which there has been no evidence to show that the master had been long in the employ of this company; before the plaintiff had only been in the service a few months and under those circumstances I shall allow him \$500. This is a small sum and he was engaged the first of the month and there is a certain amount left in December and I will allow him damages for January and February and the remainder of December which comes to something like \$500.

His Lordship added he might mention in this particular case brought to his notice, that this vessel, which was not owned by an individual British subject, that it was a question whether it was entitled to be a British ship at all. He referred to section 13 of the Merchant Shipping Act which laid down that a British ship must have its particular place of business at the place of registration and from the evidence before him it seemed to him, prima facie, that the particular place of business of this company might be Hongkong but was in fact Shanghai. This was a matter which he should certainly have brought to the notice of the proper authority, namely, the Consul-General.

Mr. Jones having pointed out that the plaintiff Company had complied with a Hongkong Ordinance His Lordship said that this did not necessarily make the s.s. *Culmore* a British ship and after considering the question he would certainly bring it to the notice of the Board of Trade.

THE PREVENTION OF THE OPIUM HABIT.

The following Imperial Decree dated Peking 7th inst., appears in the *N. C. D. News*:—

With reference to the memorial of the Ministry of the Interior regarding the universal prevention of the opium habit, a new decree, owing to the great harm the opium habit does to the people, we had already issued, and on the occasion our decree that opium must be strictly prohibited and a certain limit of time allowed for the complete abolition of its use among the people of the Empire. The memorialists advocate that, branches of the opium industry be distributed as widely as possible and that opium diaries in the provinces be abolished and that no more opium be produced. We hereby command the Viceroy, Governors and Tartar Generals of provinces to pay attention to the memorialists' suggestions upon their subordinates the importance of their duty in this

